The Hongkong Telegraph

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL & CO., LIMITED.
General Agents.

NEW SERIES No. 1258. 日三初月六年五十二緒光 MONDAY, JULY 10, 1899. 一拜禮 號十月七英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP) ..... } Yen 12,000,000
RESERVE FUND ..... " 7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 1st July, 1899. [382

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $10,000,000
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,

A. Haupt, Esq.	A. J. Raymond, Esq.
R. H. Hill, Esq.	P. Sachse, Esq.
The Hon. J. J. Keswick.	E. Shellim, Esq.
A. McConachie, Esq.	R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 6th June, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

	Shanghai Taels.
SUBSCRIBED CAPITAL	5,000,000
PAID-UP CAPITAL	2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	HANKOW.
CHEFOO.	PEKING.
CHINKIANG.	SWATOW.
FOOCHOW.	TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % " " " 6 "
5 % " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital	£1,000,000
Paid up Capital	£ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. Kwan Hoi Chuen, Esq.
D. Gillies, Esq. J. T. Lauts, Esq.
Chief Manager:
GEO. W. C. PLAYFAIR.

Interest for 3 months Fixed 3%
Hongkong, 20th May, 1899. [1

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(:o:)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	...*Parramatta*..	A. Symons	About 21st July.....	Freight or Passage.
LONDON, &c....	*Ballaarat*†	...C. L. W. Field	Noon, 22nd July	...Freight or Passage.
JAPAN	*Rosetta**	.....C. C. Talbot, R.N.R.....	4 P.M., 22nd July	...Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th July, 1899. [5

CLUB WHISKY IS THE BEST.

(:o:)

$12.00 ... ... PER DOZEN.

(:o:)

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20

AQUARIUS.

"A PERFECT TABLE WATER."

Telephone 76.

		Allowance for the Empties when return to our Godowns.	Net Price.
Per 1 Dozen Quarts	$2.50	$1.00	$1.50
Per 1 Dozen Pints	1.75	0.75	1.00

"There is no teaching in all the wide world of hygiene so valuable as the inculcation of the idea that typhoid fever is a water-borne disease. Excluding a not common liability to the air-diffusion of its germs, we acquire this ailment undoubtedly from water directly, or from milk which has been tainted by polluted water. Pure water means practically the abolition of both typhoid fever and cholera. Our safety abroad is to drink a pure Mineral Water only."—(Dr. Andrew Wilson in the "Illus. London News.")

CALDBECK, MACGREGOR & CO.,
15, Queen's Road. *GENERAL MANAGERS.*
Hongkong, 8th July, 1899. [15

HONGKONG HOTEL. BOARD AND RESIDENCE On Monthly Terms from 1st May, 1899.

THE CLUB HOTEL, LIMITED.

(:o:)

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

W. POWELL & Co.

Per S.S. "MANILA."

NEW SHOES NEW HATS AND MILLINERY REQUISITES.

Hongkong, 4th July, 1899. [17

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

(:o:)

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS C[illegible]ODS and PACKINGS.
HYDRAULIC and SELF LUBRICATIN[illegible]UMP PACKINGS, of all kinds.
"VICTOR" METALLIC [illegible]ER JOINTS.
ASBESTOS SALAMANDER BOILER COVER[illegible] COMPOSITION of the best qualities.
ESTIMATES given for every DE[illegible]CRIPTION of WORK.

SUPERINTENDENT ..... THOS. SKINNER

DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28

HOTEL ORIENTE, MANILA.

THE Public are informed that this FINE and COMMODIOUS HOTEL is To-day entirely under ENGLISH MANAGEMENT, and is now on a par with the best managed Eastern Hotels. All the latest improvements and conveniences have been added to the building, including Electric Light throughout.

The Premises are specially constructed for the tropics, and every attention is paid to the Comfort and Convenience of Guests.

Cuisine of the best, and Prices Moderate.

A First-Class Livery Stable is attached to the HOTEL. [804a

ACCIDENTAL DEATHS WOULD NOT HAPPEN

IF YOU USE

ESSEX'S FLUID,

THE STRONGEST KNOWN

DISINFECTANT.

WATKINS & CO. 66, QUEEN'S ROAD CENTRAL.

Hongkong, 12th June, 1899. [14

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

CUSTOMS NOTIFICATION.

I HAVE This Day HANDED over charge of the KOWLOON CUSTOMS to Mr. E. V. BRENAN, Acting Commissioner.

PAUL H. KING,
Acting Commissioner.

I HAVE This Day ASSUMED charge of the KOWLOON CUSTOMS and STATIONS.

E. V. BRENAN,
Acting Commissioner.

Custom House,
Kowloon, 7th July, 1899. [889a

PUNJOM MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHARES in this Company on which a CALL of $1 was made PAYABLE on the 17th day of April last, and which said CALL has not yet been PAID, are liable to be forfeited, in accordance with the Articles of Association of the Company. (Articles Nos. 26 and 27).

W. H. GASKELL,
Acting Secretary.

Hongkong, 1st July, 1899. [857a

JUST LANDED.

HASTING'S and NEPHEW'S BEST YORK-CUT HAMS.

Also
FRESH AUSTRALIAN BACON, VERY MODERATE PRICE.

H. RUTTONJEE,
13 & 15, D'Aguilar Street,
Hongkong, and
21 & 22, Elgin Road, Kowloon.

Hongkong, 3rd June, 1899. [750

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [18

To be Let.

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
"H,"
c/o of this Office.

Hongkong, 17th May, 1899. [664a

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).
Apply to
Commodore Office,
E. C. HOCHAPFEL.

Hongkong, 23rd March, 1899. [398a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).
PROPERTY lately occupied by the Bowrington Saw Mills.
GROUND FLOOR, 52, PEEL STREET.
OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
GODOWN, No. 7A, PRAYA CENTRAL.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 24th June, 1899. [772

Auctions.

PRELIMINARY NOTICE OF SALE OF A VERY VALUABLE LEASEHOLD PROPERTY,
Situate at WEST POINT, Victoria, Hongkong,
MARINE LOT No. 184,
Next the Gas Works, known as "HOWARD'S GODOWNS."

To be Sold by
PUBLIC AUCTION,
TO-MORROW
(TUESDAY), the 18th July, 1899,
at 3 o'clock
in the Afternoon precisely, on the Spot,
HOWARD'S GODOWNS,
Praya West.

For further Particulars and Conditions of Sale, apply to
M. J. D. STEPHENS,
Vendor's Solicitor,
or to
Messrs. HUGHES & HOUGH,
Auctioneers.

Hongkong, 28th June, 1899. [849

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
on
FRIDAY, the 14th July, 1899,
at 3 o'clock
in the Afternoon at the Premises,
All those Valuable LEASEHOLD PROPERTIES situate at STATION STREET NORTH, Mongkok, Yaumatee, in the Dependency of Kowloon, known as Kowloon, Inland Lot Nos. 482, 483, 484, 485, and 486, containing in the whole 5,250 square feet.

The said premises are held for the respective residues of 5 several terms of 75 years each to be granted by Crown Leases thereof, and are subject to the PAYMENT of the several CROWN RENTS of $16 each or $80 per Annum.

For further Particulars and Conditions of Sale, apply to
HUGHES & HOUGH,
Auctioneers,
or to
WILKINSON & GRIST,
Solicitors for the Vendor.

Hongkong, 30th June, 1899. [854a

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
on
SATURDAY, the 15th day of July, 1899,
at 3 o'clock
in the Afternoon at the Premises,
THE FOLLOWING VALUABLE LEASEHOLD PROPERTIES,
situate at
HUNG HOM WEST,
in the
Dependency of Kowloon and Colony of Hongkong.

LOT 1. All that piece of ground, portion of Hung Hom Inland Lot No. 198, intended to be registered as SECTION A. OF HUNG HOM INLAND LOT No. 198 containing an area of 11,400 square feet, together with the Buildings and Factory thereon, known as 17, Hung Hom West. The said premises are held for the residue of the term of 75 years under Crown Lease. Proportion of CROWN RENT $152.76. This Lot is let at the Annual Rental of $666, PAYABLE monthly on a monthly Tenancy, and the Lot is sold subject to such Tenancy.

LOT 2. All that piece of ground being other portion of Hung Hom Inland Lot No. 198, intended to be registered as SECTION B. OF HUNG HOM INLAND LOT NO. 198 containing an area of 18,700 square feet, together with the buildings and Factory thereon, known as 16 Hung Hom West. The said premises are held under Crown Lease for the residue of the term of 75 years. Proportion of CROWN RENT $250.59. This Lot is let at an Annual Rental of $720, PAYABLE monthly on a Lease expiring 2nd December next, and is sold subject to such letting.

LOT 3. All that piece or parcel of valuable building ground being other portion of Hung Hom Inland Lot No. 198, intended to be registered in the Land Office as THE REMAINING PORTION OF HUNG HOM INLAND LOT No. 198, containing an area of 19,600 square feet. These premises are immediately adjoining on the East side of 16 Hung Hom West and are held for the residue of the term of 75 years under Crown Lease. CROWN RENT for the whole lot $666 of which $403.35 is PAYABLE by the owners of SECTIONS A and B as above mentioned. Possession of this Lot will be given to the purchaser on the completion of his purchase.

For further Particulars and Conditions of Sale, apply to
HUGHES & HOUGH,
Auctioneers,
or to
WILKINSON & GRIST,
Solicitors for the Vendor.

Hongkong, 30th June, 1899. [855a

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOLE AGENTS FOR
HARTMANN'S RAHTJENS'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
15 & 20 SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP STORES AND REQUISITES
ALWAYS IN STOCK.

To-day's Advertisements.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Two DOLLARS AND A HALF per Share for the Six months ending 30th June, 1899, being at the Rate of Ten Per Cent per Annum, will be PAYABLE on the 25th instant, on which date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 25th instant inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1899. [901a

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of SEVENTY FIVE CENTS per Share for the Six months ending 30th June, 1899, will be PAYABLE on the 28th instant, on which date DIVIDEND WARRANTS may be obtained on Application at COMPANY'S OFFICE.

The TRANSFER BOOKS of the Company will be CLOSED on the 27th and 28th instant.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
General Agents,
WEST POINT BUILDING CO., LD.

Hongkong, 10th July, 1899. [902a

NOTICE.

THE PLAGUE.

THE SANITARY BOARD WANTS FIFTY VOLUNTEERS from the CIVIL POPULATION for the purpose of aiding the HOUSE TO HOUSE VISITATION of the Colony.

HOURS from 7 A.M. to 9 A.M. and from 4 P.M. to 6 P.M. Persons desirous of offering their services to communicate with the MEDICAL OFFICER OF HEALTH and state on what days of the week and at what time. Morning and Evening they can give their services.

For the Sanitary Board,
J. M. ATKINSON,
President.

Sanitary Board Offices,
"Beaconsfield,"
July 8th, 1899. [897a

TO LET:

OFFICES and GODOWNS in DUDDELL STREET recently occupied by Messrs. REISS & Co.

HOUSE No. 1, DUDDELL STREET.
One Small GODOWN in DUDDELL STREET.

Apply to
BELILIOS & CO.

Hongkong, 10th July, 1899. [900a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"WHAMPOA,"
Captain Sales, will be despatched TO-MORROW, the 11th instant, at 10 A.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th July, 1899. [884a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"FORMOSA,"
Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 11th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 10th July, 1899. [896a

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship
"AFRIDI,"
will be despatched for the above port TO-MORROW, the 11th instant, at Noon, instead of as previously advertised.

STEAMERS.	1899.
"MOGUL,"	About End July.
"BRAEMAR"	Early Aug.
"SIKH"	Middle Aug.
"ARGYLL"	At Intervals of 2 weeks.
"JOHN SANDERSON"	
"AFGHANISTAN"	

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th July, 1899. [676a

FOR WEST RIVER PORTS.

THE Steamship
"SAMSHUI,"
Captain Summers, will be despatched as above, TO-MORROW, the 11th instant, at 5 P.M.

The Vessel is specially adapted for Saloon Passengers.

Fare for the Round trip, including Sleeping Accommodation, $20. Meals can be arranged for on Board.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th July, 1899. [898a

THE OSAKA SHOSEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"TAMSUI MARU,"
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 16th instant, at Daylight.

For Freight or Passage apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 10th July, 1899. [895a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship
"KWEIYANG,"
Captain Cuthbridge, will be despatched as above on THURSDAY, the 20th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th July, 1899. [899a

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

	Per Case 1 doz.
A.—THORNE'S BLEND, White Capsule	$10.80
B.—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C.—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with name and Trade Mark	12.00
D.—WATSON'S H.K.D., BLEND OF THE FINEST SCOTCH MALT WHISKIES. Violet Capsule	14.40
E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY. Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

BIRTHS.

At Tientsin, on June 24th, the wife of HENRI BEGUE, of a son.

At Peking, June 25th, the wife of H. E. FULFORD, H. B. M.'s Legation, of a daughter.

At Yokohama, on the 25th June, the wife of H. I. G. M.'s Vice-Consul WERNER HAGEN, of a daughter.

At Shanghai, on the 30th of June, at 12B, Woosung Road, the wife of C. F. SCOTT MAUNDRELL, of a son.

MARRIAGE.

On the 1st June, at St. Pancras Church, EDWARD LONG GROVE, of Selangor, F. M. S., third son of the late W. R. Grove, M. O. of St. Ives, Hunts, to MABEL, eldest daughter of I. Shaw Briggs, Esq., of Wakefield.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 10, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL.

LONDON, July 7th.

The Volksraad has adopted a Reform Bill, which confers the Franchise immediately on all Uitlanders who have been resident in the Transvaal for nine years, and on all future new comers after seven years' residence. The representation of the Goldfields will be increased by four new members.

THE UNITED STATES AND THE PHILIPPINES.

An order from Washington has been issued for the enlistment of ten regiments of Volunteers for service in the Philippines.

GREAT BRITAIN AND THE TRANSVAAL.

Lord Wolseley is completing the organization of a large force, which may be necessary in the event of the failure of negotiations in the Transvaal, and eight special service officers have been ordered to South Africa to organize the local forces at various points of the frontier.

GOVERNMENT LOSS OF TWO SEATS.

Two Liberal Candidates have been elected at Oldham in the places of R. Ascroft (deceased) and I. F. Oswald, Q.C. (resigned).

TYPHOON WARNING.

OBSERVATORY REPORT.

The Observatory report says:—On the 9th at 11.55 a.m. The barometer continues to rise slowly on the China coast. The typhoon centre is probably moving N.E. and crossing Japan near Kobe. Gradients remain slight on the China coast, and moderate with strong S.W. monsoon over the China Sea. FORECAST:—Moderate to fresh S.W. winds; mostly fine, but probably some showers.

On the 10th at 12.5 p.m. The barometer continues to rise on the China coast. The typhoon is probably moving to the N.E. in Central Japan. Gradients remain slight on the China coast. FORECAST:—Variable and S.E. winds, light or moderate; changeable, probably becoming cooler.

WARNING FROM MANILA.

The following telegram has been courteously forwarded to us by U. S. Consul General R. Wildman:—

MANILA OBSERVATORY,
July 10th, 10 a.m.

Typhoon off Baschi and Balintang Channels. Moving Northward, probably recurving.

LOCAL AND GENERAL.

PHILATELISTS will be pleased to hear that American postage stamps now issued in Manila are surcharged "Philippines."

IT is notified in the *Gazette* that the Police Station at Kowloon City has been declared a Registrar's Office of births and deaths.

THIS morning an application for winding up the On Tai Insurance Company was made at the Supreme Court. The further hearing was adjourned.

THE appointment of committees for the various sub-districts on the mainland of the New Territories, under the Local communities Ordinance, is gazetted.

THE War Office has decided that soldiers going abroad to military stations where enteric fever is prevalent shall be given an opportunity for inoculation, if they volunteer to undergo the operation.

IT is notified in the *Gazette* that arrangements are being made to hold in Hongkong, in the course of the month of January next, an examination for diplomas of the College of Preceptors.

A CHINAMAN named Chang Sing-wan was this afternoon sentenced at the Magistracy, to six months' hard labour for kidnapping a child, aged six years, at Taiwan, and selling it in Hongkong.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Carmichael & Co., Ltd. ..... $15.

THE Council of University College, Liverpool, have appointed Major Ronald Ross, of the Indian Medical Service, to be Lecturer on Tropical Medicine. He has been already elected lecturer in the new School of Tropical Diseases.

TELEGRAPHIC information has been received at Singapore from the Resident-General, Kuala Lumpur, that cases of cattle disease have occurred at Pulau Tawar; the Resident of Pahang has prohibited exportation to other districts.

THE members of the St. Patrick's Club held a most enjoyable picnic yesterday under the management of Mr. Nolan and a committee. The refreshments provided were much relished after a look round at the Silver Mines and a walk through Aberdeen. About 55 sat down to tiffin.

THE stamp revenue for the first half of the present year was $194,681, being an increase of $3,048 on the amount collected in the corresponding half of 1898. There were increases in 29 items and decreases in 13, amongst the decreases being one of $23,290 under the head of probate.

CAPTAIN George J. S. Warrender, who has been promoted from the Royal yacht after the usual three years' service as commander of that vessel, was appointed in 1894 to the battleship *Centurion*, flagship of Vice-Admiral Buller, and served the first half of the commission on the China Station.

IT is notified in the *Gazette* that H.E. the Governor has been pleased to appoint the following committee to enquire into and report upon the question of subsidiary coinage in the colony, namely:—Hon. A. M. Thomson, Colonial Treasurer, Chairman; Sir Thomas Jackson, Hon. T. H. Whitehead, Mr. J. Thurburn, and Mr. R. M. Gray, Chairman of the Hongkong General Chamber of Commerce.

THIS afternoon eight Chinaman were brought up at the Magistracy charged with armed robbery. Inspector McDonald who had charge of the case said that from information received he had made a raid on a junk lying off Sam-shui-po, and surprised seven of the prisoners. On the boat he found arms, articles of clothing and implements used in their nefarious business. The other prisoner was arrested in a house at Sam-shui-po. Evidence of arrest having been given the case was adjourned.

THE duty collected on tin in Perak from January to May this year amounts to $1,108,979. This is nearly double the amount collected in the corresponding period last year. The quantity of tin-ore has increased by 802 pikuls; the quantity of block tin has decreased by 4,000 pikuls. The amount collected exceeds the estimated revenue for the period by half a million dollars, due entirely to the enhanced price of tin. It may be remembered that the yearly output of tin is decreasing at the rate of 1000 tons a year.

IN East Java the importation of false silver coin continues to increase steadily. The two-and-a half guilder piece is cleverly counterfeited in the smallest details, and to detect the fraud requires a magnifying glass. These spurious coins are called Singapore pieces by the Javanese. The coiner makes a profit of a little over a guilder on each piece, owing to the wide divergence between the market and currency value of the coin. The ring of these false pieces is so clear that they pass readily among the public.

THE members of the Royal Army Medical Corps have during the past few days been having much extra work owing to the intense heat. Some cases being admitted suffering from heat apoplexy, one man employed on the garrison police was, on Saturday, admitted with his temperature at 110° but owing to the scientific treatment that he received, next morning he had almost recovered. Orders have been issued by the Principle Medical Officer that ice is to be kept in barracks for cases of emergency.

THE following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th June, as certified by the Managers of the respective Banks, are published:—

Banks.	Average amount	Specie in reserve
Chartered Bank of India, Australia and China	$2,049,040	$1,300,000
Hongkong and Shanghai Banking Corporation	3,974,677	3,000,000
National Bank of China, Limited	550,000	600,000

THERE have been many cases of cutting and wounding quite recently among the Chinese within the Settlement, at Shanghai, and on July 2nd and two other charges of the same nature were disposed of at the Mixed Court. One of them was rather serious and four hundred blows were directed to be given the offender while the second was to receive two hundred.

THE largest flower in the world is the Rafflesia Arnoldi, of Sumatra. Its size is fully 3ft. in diameter—about the size of a carriage wheel. The five petals of this immense flower are oval and creamy white, growing round a centre filled with countless long, violet-hued stamens. The flower weighs about 15lbs., and is capable of containing nearly two gallons of water. The buds are like gigantic brown cabbage heads.

A CONTEMPORARY says that when the *Terrible* is ready for sea she will be sent to relieve the *Powerful* on the China Station. Some time ago it was stated that the original difficulties in the case of the *Powerful* had been surmounted, and that everything was working satisfactorily. Of late there have been again rumours which do not confirm these statements, which may or may not be correct, but any way it would appear desirable that in the *Powerful*, as in the *Terrible*, cold-drawn tubes should be substituted for welded ones.

WE make the following extracts from the Observatory Observations for June, as published in the *Gazette*:—The mean temperature during the month was 79.7°, the highest reading being 88° on the 23rd and the lowest 73.6° on the 10th. Rain fell on 25 days, the total rainfall being 18.975 inches; the biggest fall, 3.125 inches, occurred on the 15th. There were 144.9 hours of sunshine during the month, the sun being totally obscured on 5 days. The prevailing wind direction was S.E. by S. and the mean velocity 13.1 miles per hour. The greatest wind velocity recorded was 33.3 miles per hour on the 30th.

THE Chinese cruiser *Hai Tein*, newly-built for the Chinese Government, arrived at Colombo on the 22nd June from Portsmouth. The *Hai Tein* is of 4,500 tons gross and 1,473 tons net register, and carries twelve guns. Her speed is 21.6 knots. She was built by Messrs. Armstrong & Co., in England. Her commander is Captain Underwood, R.N., late of H.M.S. *Racoon*, and the full ship's complement numbers 109. The deck officers and crew are all retired British naval officers and men. The *Hai Tein* was to sail on the 27th June for Hongkong, *via* Singapore. Captain Chin, Chinese Naval Attaché, is on board, travelling as a passenger to China.

SIR SAMUEL SAMUEL is at Kotei to inspect the oil works there of Samuel Samuel & Co. of London. The *Nieuwsblad* says he is an Alderman of London, and thus a very highly-placed personage, who can be compared here in India with a Raad van Indie (Indian Councillor). After giving familiar figures about the gigantic actions, resources, and future of Borneo as an oil country, the same paper says the establishments of the firm at Balik Papan, Malona Doewn, and Kotei are almost completed and they can certainly be regarded as the greatest in India. The English and Americans employed there live in comfortable and neatly-furnished bungalows, all of which are connected with a water-supply from which they get filtered and cooled water. They have also a mess supplied free by the firm, so the employees have free food besides their pay. The least of these has fl. 300 (£25) a month. The Company has built a splendid club, a most suitable hospital and very good coolie quarters, such as are never seen in India. There are at present about 3,000 coolies in employ, there, sixty Englishmen and Americans, and two Dutchmen.

A JAPANESE contemporary relates a love story, in which the parties interested are an American widow and a young Japanese. The latter's name is Mr. Baba, a native of Gifu Prefecture, and a brother-in-law of Mr. Komuro Shigshiro, a prominent Liberal M.P. It appears that Mr. Baba, who is 32 years of age, was studying in the Government medical college at Nagoya some years ago, but having fallen into habits of dissipation, left the school before finishing his course. He then went to Nagasaki and thence to Shanghai, where he made the acquaintance of several foreigners before long. In the autumn of 1897 there came to Shanghai from Yokohama an American lady with two children. Her husband had died at the latter place, leaving her a fortune on which to live comfortably for the rest of her life. By some chance Baba made the acquaintance of this widow, and afterwards their intimacy grew day by day. Their relations became so intimate that the widow intended to marry Baba, with all the fortune her husband had left her, and this arrangement was only prevented by the remonstrances of her relatives and friends. It happened, however, that Baba had already spent her money to the tune of about Y6,000 and the attention of her relatives having been drawn to this fact, the latter applied to the authorities for the temporary control of her property. The cold-hearted lover, possibly seeing no chance of getting any more of her money, left her in the lurch, and came to Nagasaki. Shortly afterwards the American widow also came over to Japan with her children, but met with an indifferent reception from her friend Mr. Ohara, a well-known wealthy resident of Nagasaki, took pity on the forsaken lady, who is in a delicate condition, and she and her children are said to be now staying at Mr. Ohara's villa.—*Japan Gazette.*

VOLUNTEERS WANTED.

WE would call the attention of our readers to the advertisement in this issue calling for fifty volunteers to assist the Sanitary Authorities in the work of house to house visitations. The hours during which the work will be carried on will be from 7 to 9 A.M. and from 4 to 6 P.M. His most necessary that this house to house visitation should be thoroughly carried out during the prevalence of the present epidemic and it is to be hoped that a sufficient number of volunteers will be forthcoming.

MILITARY FUNERAL.

It will be remembered that we reported in an recent issue that Sergt. Watts of the Royal Engineers has been admitted into Hospital in an unconscious state, suffering from heat apoplexy, with a temperature of 110°. He was enveloped in ice and the temperature brought down to 100°, and afterwards to normal. The poor fellow never regained consciousness, and all the efforts made by the Medical Authorities proved unsuccessful, death taking place at 9 p.m. on Saturday. Owing to a Military order the body had to be interred within 24 hours after death, and so Mr. Vallings, Chaplain to the Forces, was requested to perform the ceremony at 5.30 p.m. yesterday, but owing to having to conduct an evening service at Stonecutter's Island, he had to postpone the funeral until party o'clock, which caused great dissatisfaction among the troops. The deceased was very well known and respected among the soldiers in garrison, and a greater number of wreaths than usual were sent, besides considerable number of soldiers from all branches of the services, and many naval friends followed the remains to their last resting place, the band of the Royal Welsh Fusiliers being kindly lent by their commanding officer. Lt. Painter, R.E., was in command of the funeral party, while Major Pendergast, Capt. Mould and Lt. Stevens of the Royal Engineers met the cortege at the gate of the Cemetery.

The scene at the grave side was most weird and solemn, as by that time it was quite dark. Fully three hundred, including the Sergeant's wife and child, besides many of the soldiers' wives who had known him were present. We are pleased to say that the Government will send Mrs. Watts back to Plymouth from where both she and the late sergeant come, and will also allow her six month's subsistence. The troops returned to barracks headed by the band, playing the most lively airs along the Praya, arriving at Wellington Barracks shortly after 8 p.m. Sergt. Watts who was 39 years of age, had been in the service for 16 years and was expecting soon to obtain the "Crown" and be put in charge of the 25th Co. R.E., as C. S. M. Cook will have completed his three years at this station next trooping season.

THE PLAGUE.

Cases reported to 8th instant	1,187	
Do. do. during past 24 hours	12	
Total	1,199	
Deaths reported to 8th instant	1,122	
Do. do. during past 24 hours	15	
Total	1,137	
Cases reported to 9th instant	1,199	
Do. do. during past 24 hours	14	
Total	1,213	
Deaths reported to 9th instant	1,122	
Do. do. during past 24 hours	25	
Total	1,147	

JAPANESE NEWS.

(From Japanese Papers.)

A Fatal Fall.

Mr. Cole, chief officer of the *Hakuto Maru*, died at Kobe on 23rd inst. from injuries received in an accident at Yokohama last Saturday. He fell into the hold of his vessel and his back was badly injured, though no bones were broken. It was thought at the time that he would recover, and he left with the vessel under the care of the ship's doctor.

An Old Story.

A man named Ogura Gunkichi (29), employed at a washing house at Masagocho, Yokohama, committed suicide by cutting his throat with a razor at a house of ill-fame known as Mikazukiro, Eimkucho, on the other afternoon. He was discovered lying dead in a pool of blood. He fell in love with a woman in the house, and had paid over fifty visits there. Consequently he had run into debt, and this was the cause of his suicide.

Charge Against A Eurasian.

Kushida Shigeyoshi, known as James Scott, a racing cyclist who has won many laurels on the Yokohama track, has just been arrested in Aomori Prefecture. It is alleged that while he was in Yokohama a short time ago he obtained money from several parties under false pretences. It appears that he then fled to Aomori Prefecture, where he committed robbery armed with a sword in conjunction with a man who was a "boy" of the firm to which Scott formerly belonged.

Prince Henry.

Prince Henry was to leave Kiao-chou on 24th ulto. in the *Deutschland*, and arrive at Kobe on the 27th, whither the German Minister, Count Leyden, has gone to meet him. He was to come on to Tokyo with little delay, reaching the capital on 20th. The Committee of Reception appointed by the Government consists of Mr. Nagasaki, Rear-Admiral Katsuoka, and Colonel Tamura. The Prince will stay at the Shiba Detached Palace. There is talk of a ball in Yokohama in his honour.

The Soul-Wiju Railway.

Several vernacular journals state that the negotiations for the purchase of the Soul-Wiju Railway concession have proved abortive, the price demanded by the French concessionaire being quite prohibitive. We really do not see what Japan wants with the line, for the present at all events. Moreover, the period of the concession has almost expired, so that its acquisition would not be very valuable.

Death of an Old Resident.

Telegrams were received in Yokohama on 23rd ulto. announcing the death at Moji, at 5 o'clock that morning, of Mr. J. Davison, once a well-known figure in Yokohama. Deceased came to Japan 40 or 50 years ago, and after filling various positions in Yokohama and Tokyo, entered the service of the Nippon Yusen Kaisha, eventually taking a place of trust in their Nagasaki office. In his later years he acted as Assistant to Mr. Keswick at the Yokohama Foreign Chamber of Commerce, and resigned the post to go to Moji as the representative of Messrs. Samuel Samuel & Co. Last year he was attacked by paralysis, but after some months of illness he recovered and returned to Moji where death eventually overtook him. All sympathise with Mrs. Davison, who at the time of the sad event was in Yokohama. Mr. Davison was a resident here for a long time.

The Tsuruga Railway.

The Tsuruga Railway Company has been formed with a capital of Y1,000,000, of which Y250,000 has been paid up. The line will run from Tsuruga to Kanagawa, in Fukui Prefecture, a distance of 26 miles. The Company has been formed by the Hokuriku Railway Company, which has a line from Kanagawa to Fukui, and the Tsuruga Railway will be worked by the Hokuriku Company.

Yumura Onsen.

Yumura Onsen has been visited this year by a great number of foreigners, and the Tsuruga Tribune from which we take this item says that in future it is hoped that the place will be more frequented by foreigners.

Russia in Southern Japan.

Telegrams from Tokyo state that the Russian Minister to Japan has been instructed by his Government to inform the Japanese Government that Russia has no intention of occupying Tsushima, and that the report to the contrary is entirely without foundation.

Where such a terrible loss of life recently resulted from an explosion. Although the place where the men were working was some 1,000 feet from the surface, no means of ventilation existed, no safety lamps were provided, and in every respect the greatest carelessness was displayed.

Another accident is now reported from the Takatori mine, in Fukuoka Prefecture (Kiushiu). Owing to a blunder committed by a workman, the mine was suddenly invaded by a flood, at 9 a.m. on the 19th ulto. and eight men lost their lives.

The Chinese Question.

Rumour alleges that the Cabinet has come to a decision on the question of Chinese mixed residence. It does not approve either of the unrestricted policy said to be advocated by the Foreign Office, or of the minute limitations proposed by the Home Department. The idea which commends itself to a majority of the Ministers is that, for the present, a system should be introduced denying ingress to Chinese of the lower orders, but placing merchants and respectable people on the same footing as all other foreigners. That is probably the wisest compromise that could be struck out. We are not in favour of illiberal restrictions of any kind, but we would have the Japanese move deliberately, and make sure that they see their way before committing themselves finally to any programme.

Japanese Employes in the Chinese Customs.

The fact of Mr. Kurosawa's engagement as an official of the Chinese Customs has already been published. It is now stated that Sir Robert Hart has decided to give positions of the same nature to six or seven Japanese in addition. The credit of having brought this matter to the notice of Sir Robert and effected the preliminary arrangements with him is assigned to Mr. Homura, who formerly served in the Customs at Tamsui and Kelung. It is possible that the method of competitive examination may be employed to choose from among the candidates should their number be large, which is very probable, seeing that the salary attached to the post is from 150 to 160 *yen* monthly. At the same time, as an exceptional knowledge of the English language and of book-keeping is required, and as Japanese possessing such a knowledge can command fine positions in their own country, the Chinese Customs may not prove too attractive.

Japan and Foreign Capital.

The *Jiji Shimpo* has one of its eminently sensible articles on the subject of the foreign loan. It forcibly points out that whatever injury Japan's credit has suffered must be attributed first to the alarmist writings of Tokyo journalists who, without proper investigation adopted a habit of speaking as though the finances of the country were in grave disorder; secondly, to the perpetual outcry raised about the necessity of obtaining foreign capital; and thirdly to the false system pursued by the Government in raising the postal and telegraph tariffs, a resource which ought not to be employed except as a *pis aller*. It seems to us that the *Jiji* is not quite just in the last criticism. The responsibility for that defective method of finance rests with the Liberal Party, not with Count Matsukata. Had Count Matsukata's programme been adopted by the Party, there would have been no occasion for the petty shifts to which the Government was ultimately driven. But when the Liberals insisted on cutting down the Land Tax, the Cabinet had either to resign, or to devise some new method of balancing the accounts. The former step would have been disastrous. Then, indeed, a serious state of affairs would have resulted.

Another point made by the *Jiji* is that the Finance Department does not take the foreign public into its confidence. The officials of the Department have been unstinted in their expressions of satisfaction that the subject of Japanese finance was fully ventilated in *The Times*. But no credit for that belongs to the officials. If they are sensible of the advantages of publicity why do they not take steps to secure it. The loan just concluded is not by any means the last appeal that will have to be made to the foreign market.

That is a question which we (*Japan Mail*) have more than once discussed. Formerly the Finance Department used to have its yearly budgets and all other important statements translated into English and widely circulated. But nothing of the kind is done now. The reason of the change, as we understand it, is identical with the reason which induced the Department of Communications to cease advertising information about light-houses and buoys in the local foreign press, namely, unwillingness to furnish a precedent for a claim that the Japanese Government is under an obligation to issue official translations of all its laws and ordinances. Of course we sympathise with the reluctance of the Japanese to expose themselves to any demands of an inconvenient or exceptional character, and we understand that experience has taught them caution. But has not their prudence become a little morbid? What if they were to claim and exercise the right of discrimination possessed by every independent Government? If it suits their convenience and inures to the country's advantage that a translation of their financial documents should be published, and if they think that their duty of protecting life and property dictates the advertising of all important information about the lighting and buoying of their coasts, it seems to us that they would assert their dignity much more effectually by exercising discretionary power than by timidly shrinking from creating precedents which they need not recognise unless they please. They have an unquestionable right to publish anything which they consider advantageous, and by doing so in one direction they do not pledge themselves to anything whatever in another.

This opportunity is taken by the *Jiji* to urge the removing of all restrictions upon the tenure of real estate by foreigners. A great many enlightened Japanese share the *Jiji*'s views, but unfortunately there are numerous conservatives who

NORTHERN NOTES.

Foochow Viceroy Central.

The Viceroy of Foochow arrived on the [illegible] to attend the funeral of the late Governor [illegible]

Yunnan Opium.

Government Engineers have been making [illegible] the great part of the [illegible] copper and lead. Tribute from Yunnan [illegible] future [illegible] in cash.

Russia in Southern Japan.

Telegrams from Tokyo state that the Russian Minister to Japan has been instructed by his Government to inform the Japanese Government that Russia has no intention of occupying Tsushima, and that the report to the contrary is entirely without foundation.

Sir Robert Entertains.

Sir Robert Hart entertained the British, American, French, Russian, Japanese, Belgian and Italian Ministers at a banquet on 26th June.

Kind Enquiries.

The Empress Dowager is said to make daily enquiries after the Emperor's health, and appears much pleased at the favourable reports, declaring that the time is rapidly ripening for the prosecution of reforms.

Fighting at Shanchou.

A Hankow dispatch states that there has been fighting between Protestant and R. C. converts at Shanchou, Hupeh province, and of such a serious nature that troops will have to be sent by the Hankow Taotai to the scene of disturbance.

The "Piemonte"

The Italian cruiser *Piemonte* came out of dock at Shanghai on Friday morning (30th ulto.) On Sunday she proceeded to the Upper Reach and moored to the N. D. L. Co.'s buoy. It is expected the vessel will remain some eight days there and then join the Admiral's ship at Woosung.

A French Demand.

The French have demanded Tls. 320,000 indemnity for Chuan Hsc and Chuan, Pie districts; Tls. 12,000 for the Chuan Tung and Chuan Nan districts; Tls. 20,000 for the Tung Liang district, in addition to various other places in Szechuan where the French Missionaries have been interfered with.

Progress.

The vernacular papers state that the Chinese Government intends to establish independent legations with regularly accredited Ministers at the Courts of Vienna and Rome, these duties having hitherto been attended to by the Ministers to Berlin and London, respectively.

Yu Keng.

It is stated that Yü Keng, the late Minister to Japan, who was recently appointed to France, has been respectfully declined by the French Minister on account of deafness, blindness, and a few other other blemishes. Yü Keng however, is a remarkably smart man and distinctly conversant with foreign customs.

The Peking Tramway.

The new electric tramway from Ma-chi-pu to Yung-ting Gate was formally opened for traffic on the 30th ulto. It is stated that the trams are to run in connection with the trains, and the fare will be ten cents. No luggage can however be taken on the cars, but must follow in charge of a servant.

Seeking a Friend.

A report has been current in Tientsin that the Empress Dowager has been trying to enter into a secret treaty with Japan unbeknown to Jung Lu, but he discovering the plot, threatened to collect such a force against her that she would not be able to withstand. The Empress Dowager is said to be holding daily consultations with Li Hung-chang.

Returning From Port Arthur.

During the past year quite a number of native artisans, masons, masons especially, have crossed over from Shantung to Port Arthur, and not a few are returning in a state of disgusted poverty. They make no complaint against the Russians, who while strict in regard to keeping order on the streets, and not permitting altercations or other misdemeanours thereon, yet treat law-abiding labourers well. They were eloquent though against the Chinese compradores through whom the Russians pay their employees. If all accounts are to be trusted these gentry make very poor conductors of the precious metals; their high inductive capacity permitting them to retain at least half of the original charge.

Fire at Tientsin.

On the 24th June in the afternoon, a slight fire took place in the Godowns of the Chinese Engineering and Mining Company, but being slight and soon discovered, it was easily extinguished, causing very little damage. The next day about 2 o'clock another fire started, and whilst investigations were being made as to the cause, and the damaged cargo was being separated from the undamaged portion and about to be removed, another fire started from another heap of the cargo which consisted of peanuts. This time however the blaze was very sudden and the flames rose high. A strong wind blowing at the time, the fire soon spread to the other building destroying completely the godown and building used as an office. The cause of the fire is attributed to spontaneous combustion of the peanuts, the temperature on both the 24th and 25th being more than Tientsin generally experiences. The buildings were insured in the Sun Insurance Office for Tls. 8,500, and the value of the cargo destroyed was estimated at Tls. 25,000 which it is said was not insured.

The Chinese Coinage.

It is a well-known fact that the inferior weights and fineness of the silver dollars and subsidiary coins made at the Nanking, Nganking, Tientsin, and Foochow mints, as compared with those coined at Wuchang and Canton, have been an almost insuperable obstacle to the free circulation of the "Dragon" money throughout the empire, merchants, and traders unanimously refusing to accept at par the dollars and decimal coinage of the first four above-named mints, and in many instances even absolutely refusing to accept them owing to the baseness of the mintage. The Tsungli Yamên has, however, the *N. C. D. News* learns from Peking, taken up this question and has recommended the Throne to sanction the dismissal of the various staff and the amalgamation of the machinery of the Nanking and Nganking mints with that at Wuchang, and the Tientsin and Foochow with the Canton mint. This is owing to the superiority in fineness and uniformity of weight of the money coined by the Wuchang and Canton mints, the regulations and rules of which were instituted by H.E. Viceroy Chang Chih-tung who founded both, that at Canton being the pioneer mint of China established by Imperial decree making the dollars and subsidiary coins minted there legal tender of the empire.

The Kiaochou Trouble.

The *Ostasiatische Lloyd*, on 3rd instant, issued an "Extra" giving further particulars of the troubles between the natives and Germans at Kiaochou.

It appears that on the 18th of June the preliminary railway works in the Kaumi district were destroyed, the telegraph poles being torn up and the track damaged. Some of the workmen were wounded and their engineer escaped to Kiaochou. The Kaumi district is said to have a population of [illegible]

their march the next day. At Tiung, about three or four miles from Kaumi, Captain Mauwe was fired on, and the Germans then stormed the place and took it, the Chinese losing nine killed. It being reported that there were a thousand well-armed Chinese in front a half was called, but the next morning a cautious advance was made. The district magistrate met Captain Mauwe and disclaimed all responsibility for the attack, at the same time ordering the gates of Kaumi to be thrown open. The troops marched in and were well quartered. Sixty guns, many rifles, and a quantity of ammunition were seized. On the 26th the Germans were again fired upon by some mounted soldiers from a village, whilst reconnoitring. The Chinese offered a stubborn resistance and did not retreat until eight had been killed. The Germans made three prisoners.

Towards the north of Kaumi the country in in open revolt, and the continuance of the railway works cannot be yet thought of. Reinforcements had been sent to Captain Mauwe and effected a junction with him on 30th inst.

DECLARATION EXCHANGED BETWEEN RUSSIA AND SIAM.

Bangkok.

To-day we give a translation of the agreements that have been signed lately, between the Minister Resident of Russia, and the Siamese Government, concerning their respective subjects, for the benefit of those of our readers who are not sufficiently acquainted with the French language. This appeared in our columns of yesterday in French.

The Imperial Government of Russia and the Royal Government of Siam desiring to facilitate relations between the two countries have mutually agreed, up to the conclusion of a treaty of friendship and commerce, as follows:—

That in everything relating to jurisdiction, commerce and navigation, Russian subjects in Siamese territory and Siamese subjects in Russian territory will enjoy, henceforth up to the expiration of the present arrangement, all rights and privileges accorded to subjects of other nations in Russia or in Siam, by the treaties now in force or by the treaties that may be made in future.

This arrangement will apply to both parties from the day of signature, and up to the expiration of six months, from the day on which one of the High contracting parties, will denounce it.

The present declaration having been indited in the Russian, Siamese and French languages and the three versions having the same bearing and the same meaning, the French text will be official and will be law in all its aspects. In faith of which the undersigned, duly authorised to this effect, have arranged the present declaration signed it and sealed it with the seal of their respective Governments. Done at Bangkok, the 1st June of the Russian Calender equivalent to the 23rd of June of the year 118 of the Siamese Era.—*Siam Free Press*.

THE NEW NURSE.

We cry and fight now all the day,
And simply hate to hear her name;
And still she isn't sent away,
And Mother keeps her just the same.

For Mother says, "In time, you know,
You'll get accustomed to her quite."
But we don't get accustomed so
We cry ourselves to sleep at night.

She is so cross, and has such airs;
And cannot play, for she's too smart;
And yet we always in our prayers
Ask God to give her a new heart.

The new heart isn't very quick
In coming, though we ask each day.
She says our nonsense makes her sick,
And we'd much better stick to play.

Her mouth is like a bit of string
Which every night we have to kiss;
She thinks of every horrid thing,
And when she talks she speaks like this.—

"The other little boy I knew"—
Or else—"Miss Jane, in my last place,
Never did anything like you;
She'd be ashamed of such a face!"

She only does it to annoy.
But if Miss Jane came here to tea,
Or if we met that other boy,
We'd pinch them till they couldn't see.

And so we cry, and so we're sad,
And know we're getting worse and worse;
And yet we weren't so very bad
Till Mother wanted a new Nurse.

MABEL DEARMER, in the *Spectator*.

AN EXTRAORDINARY ACCIDENT.

H.M.S. *Australia* met with an awkward and perilous experience while performing a full-speed run after the completion of her annual outfit and repair at Portsmouth dockyard. Through someone's negligence the plugs to the hawse-pipes had been left out of the hawse holes, and it was not until the vessel had been a considerable time on her full-speed run that it was noticed she was gradually getting a list to one side. This naturally caused considerable wonder on board, as there was no apparent cause for the vessel's careening. However, on investigation, it was discovered that the whole of the lower flats forward of the engine-room were flooded to the depth of several feet with sea water, this having found its way into the ship through the aforesaid apertures, and thence into the cable lockers. Luckily, the inrush of water was located in time, or it would have fared badly with two or three prisoners undergoing confinement in the cells which are situated forward on the lower flats, which were rapidly filling up with water. As it was, they had a severe wetting, and a tremendous frightening, as they were boxed up like rats in a trap, and no help seemed near at hand to release them. Beyond this trying experience on the part of the poor prisoners, no further damage, other than the spoiling of some minor stores, resulted from what might have proved a very serious disaster.

DEATHS FROM WILD ANIMALS.

Wild animals and snakes appear to have been nearly as destructive last year in the Punjab as in previous years. There was an increase in the number of persons killed by snakes and a decrease in the number killed by wild animals, while the number of cattle destroyed by wild animals shows a very satisfactory decrease. The total number of cattle destroyed by wild animals decreased from 724 to 476, and there was also a decrease in the number of wild animals reported as destroyed—3,008, as against 3,307 in the previous year. There were 3,067 deaths from snake-bite against 963 and of these 2,865 persons are said to have been bitten in houses, 365 in the village, and 232 in the fields and 205 in the jungles. The number of snakes reported killed was 17,234, an average of 6 to each person killed by snakes. [illegible]

ADMIRAL DEWEY IN COLOMBO.

The *Olympia*, with Admiral Dewey, the hero of Cavite aboard, arrived at Colombo on June 22nd, and was to stay till the 28th.

He landed officially at 11 a.m., the salutes having been fired at 8 a.m. the following account being taken from the *Ceylon Independent*.—

Admiral Dewey arrived at the jetty in his own steam cutter, accompanied only by his Flag-Lieutenant, Lieut. Brumby. As he stepped ashore the Royal Artillery announced his landing by firing the first of a salute of thirteen guns, the sound of which was, however, hardly noticeable at the jetty. The Admiral sprang nimbly up the steps, at the head of which he was greeted by Colonel Savage, as the Chief Government Official in Colombo. All the other officers present, viz Lieut. Colonel Fanshawe R.A., Lieut. Colonel Rutherford, H.L.I., Major Hornblow D.A.A.G., and Major Carteret Carey, H.L.I., saluted the Admiral, who returned the courtesy. At this juncture there was only a handful of people collected on the jetty, the Police having practically cleared it in anticipation of the arrival of the Guard of Honour, which was, however, for some reason or other, drawn up opposite the Grand Oriental Hotel. Colonel Savage and Admiral Dewey then walked up the very unimposing passage which at present does duty as Colombo's chief entry, and passing the Tea Kiosk came suddenly upon the Guard of Honour, which promptly presented arms as the Band played the opening bars of "Hail Columbia!" the Admiral standing at the salute. The Guard consisted of fifty rank and file of the 2nd Batt. Highland Light Infantry, with the Band, Captain Purvis being in command. Lieutenant Gausen in charge of the colours. As the men came to the shoulder, Captain Purvis was introduced to the Admiral, who inspected the Guard, and immediately afterwards proceeded to Sir West Ridgeway's landau, which was in waiting, Colonel Savage and Lieutenant Brumby accompanied him, the trio drove off to Colonel Savage's house amidst a half-hearted cheer—characteristic of a Ceylon crowd—the Guard reformed and marched away to the strains of the band, and, behold, Admiral Dewey's reception—a five minutes' function—was over.

The gathering was a very meagre one, consisting principally of natives and visitors to the G. O. H., the windows of which establishment afforded a good view of the proceedings.

A NARROW ESCAPE.

ELECTRIC LIGHT WIRES.

The other evening, a Chinaman working on the roof of one of the coalsheds at Tanjong Pagar wharf, Singapore, placed his left hand on one of the wires supplying the current for the electric light, just as the engine was started. The consequence was that, owing to the shock he received, he was unable to withdraw his hand. Many persons witnessed the man's distressing position, and various were the suggestions for his relief. It fortunately occurred to a policeman to run to the lighting station and switch off the current. The man was thus released and removed from the roof. At first it was thought he was seriously injured and arrangements were promptly made to send him to Hospital, but on being made to walk he pulled himself together. He will have a sore hand for a time. Fortunately the current was not very strong at the time or the shock might have cost him his life. The wires are protected by a coating of gutta-percha, but there must have been a leakage.

TOBACCO IN BORNEO.

According to the report of the New London Borneo Tobacco Company for the year ended Dec. 31st, last, the Company's 1897 crop was 4,695 bales, as compared with 6,696 bales in 1896. The average price obtained was c. 87 per half-kilo., or about 1s. 3½d. per lb., against 1s. per lb. for 1896 crop, and 1s. 2¼d. for 1895 crop. The 1897 crop realised £44,855, and, allowing for expenses, there is a credit of £5,748, from which has to be deducted £4,048, debit balances for 1896 and 1897, leaving an amount of £1,700 available for distribution, out of which the directors recommend the payment of a dividend of 2½ per cent., free of income-tax, leaving a balance of £100, which the directors suggest should be given as a bonus to the assistants in Borneo. The crop of 1898 is estimated to produce about 6,350 bales, of which 2,205 bales have been sold at an average of c. 153 per half-kilo, or about 2s. 4d. per lb. The expenditure to Dec. 31st, amounts to £27,257, as against £31,084 in 1897, when the production was 30 per cent. less. It is believed the entire cost will represent the lowest average per half-kilo. in the history of the company, and will compare favourably with the best results obtained in Sumatra. As the sales effected are estimated to yield an excess above the total cost of the crop, the directors propose to distribute an interim dividend on account of 1899 of 5 per cent., making, together with the dividend for 1898, a total of 7½ per cent. upon the paid-up capital of the 80,000 ordinary shares. It is proposed to plant in 1899 the same number of fields as in 1898.

PERAK MARBLE.

"The Perak marble appears to be at last about to be worked in earnest. Many large blocks have been quarried and dressed, and the machinery to cut and polish it has arrived and is in course of erection near Ipoh. Several blocks have been carved, and the marble is pronounced by the Italian sculptor who has worked it to be of first-rate quality and suitable for statuary or any other purpose for which marble is required."—Mr. Wray.

DR. GRACE'S RESIGNATION.

Dr. Grace has resigned his position as captain of the Gloucestershire eleven. The Gloucester County Cricket Club Committee asked Dr. Grace to state exactly what matches he intended playing in for the county during the year. Dr. Grace replied stating that, in consequence of that letter and for other reasons mentioned, he must resign his position as captain of the eleven. The committee were loth to accept the resignation, and efforts were made to induce Dr. Grace to withdraw his letter, but unfortunately without success. The committee accordingly met on the 2nd June, and passed the following resolution:—"That while the committee are conscious of the great services rendered by Dr. W. G. Grace to the Gloucester County Cricket Club as well as to cricket generally, and feel deep regret at his severance from them, in spite of the efforts which they have made to avoid it, they feel they have no course open to them but to accept his resignation." The famous cricketer has been the leader of the Gloucestershire eleven since the formation of the county club in 1871. Gloucestershire played a few matches in 1870, these being arranged and managed by Mr. Grace and his father, Dr. H. M. Grace, but it was not until the following year that the Gloucestershire County Cricket Club came into existence, with [illegible]

BRITISH EXPEDITION TO A FETISH COUNTRY.

The following particulars of the recent expedition into the Quae country made by the troops of the Niger Coast Protectorate will be found interesting:—

As the expedition marched through the country signs of the fetish worship and human sacrifices were everywhere seen. At Affar-Eket one officer counted no fewer than six human beings who had been either crucified on the trees in the town or otherwise killed, no doubt to appease the natives' "ju-ju." In most cases the victims were women. One of the most revolting sights was the body of a poor woman who had been tied to a tree, her arms fastened across her breast, and her knees drawn up as high as possible. The position while the poor victim lived must have been one of terrible cruelty. She had been starved to death, but a quantity of food was still before the dead body, having been placed in the poor creatures's sight to add to the torment of her pangs of hunger. This is merely one instance of the terrible cruelties practised. The white officers told the chief and people that they must abolish such customs. The expedition had a marvellous effect in restoring the whole country to order and peace by destroying the power of the Fetsih Quae tribe. They have for years been a most ferocious people, the women being as cruel as the men. The women do most of the trading, and white traders ventured but a short distance into the country. The agent of one house, established a little distance inland, was some time ago forcibly plunged into a cask of palm oil by these trading women. It was often only the fear of the white man coming with troops that prevented the Quae people from killing British subjects who ventured, for trading purposes even a short distance, into their country. In the whole course of the expedition the British loss was only five killed and about twenty wounded. These were of the Niger Coast Protectorate troops, and nearly all of these casualties occurred in the taking of Affar-Eket. Nearly 10,000 rifles were delivered up to the British, many of them Enfields, and altogether the expedition was most successfully carried out. The troops afterwards returned to Opobo.

CURIOUS IF TRUE.

The study of the question of remounts for English cavalry on Indian and colonial service has brought out the unexpected result that of all the breeds of horses supplied to the British cavalry in India the Australian chargers are the least fitted for the conditions of the life. They are difficult to acclimatize, and though fairly satisfactory in cantonment, and on peace duties, they break down rapidly under the hardships of a campaign, and can scarcely stand even a month's outing during the heavy manoeuvres in the cold weather. The experiment of mounting the cavalry on Arabs was tried sometime ago, but their comparatively small size and light make was considered to render them unsuitable for carrying the burden of eighteen stone, which the British trooper with his accoutrements is suppose to average. This argument has, however, been disproved by the experience of the Omdurman campaign through which the 21st Lancers were carried by Syrian Arabs of the same class as those sold in the Indian markets. Even the ordinary country-bred horse of India would be likely to be a more serviceable animal in actual war than the large-framed and more imposing looking "Waler." Of foreign horses used as remounts for British cavalry abroad those supplied by South America to the troops in South Africa seem the most satisfactory. "Coming from a grass country (says a correspondent of *The Times* on the subject) where the breeders think nothing of working a horse hard 30 to 40 miles a day with 16 stone on his back, a class of animal has grown up which, while it has the constitution and stamina wanting in the Australian, has also the weight and bone which are lacking in the Arab, and which would be essential if our cavalry on foreign service were called upon to meet on equal terms cavalry mounted on European-bred animals."

FIRE!

Not a great while ago, says *The Daily News*, librarians and book lovers in general were discussing the deterioration in the quality of paper of late years. It is curious to learn from her Majesty's Waste Paper Office that one result of the change of materials has been a decided increase in liability to fire whenever paper waste is accumulated in any great quantity. It is the rarest thing to find paper made of rags nowadays. It is made from wood and other vegetable materials which, chemically, are not very different from the component materials of a hayrick. If paper waste is stacked in large masses, and specially if it happens to be a little damp, heating takes place just as with a prematurely stacked hayrick, and spontaneous combustion may at any time break out in flame, as it has often been know to do in a farmyard. Of late years the greatest care and vigilance have been necessary to guard against this.

CELESTIAL VISITANTS.

An extensive fall of meteorites in Central Africa has enriched the British Museum with four specimens weighing from nearly a pound to 29 ounces. These are but the smaller fragments, of which ten in all were found, the largest weighing nearly six pounds. The slopes of Mount Zomba in British Central Africa were the scene of this celestial bombardment, which has been reported over an area some nine miles long by three wide. At one of the villages the natives were found squatting round the stone which fell close to a woman grinding corn outside her hut, actively engaged in discussing the "Miracle," as they called it; but they did not venture to touch the stone, which they regarded as enchanted. The fall occurred at eight o'clock, on the morning of January 25th when a crash like thunder, followed by reverberations lasting for some minutes, was heard at Zomba. The detonation was heard at Chiroma, 93 miles to the south, and at Fort Johnston some 70 miles in the opposite direction, while at Blantyre a star of exceptional brilliancy was seen traversing the sky from west to east leaving a trail behind it, and followed by a crash like thunder. As the fragments collected were only those seen to fall close to villages or houses, it is probable that a much greater number of stones reached the earth than those accounted for.

SHIPPING REPORTS.

Captain Evans, of the steamship *Monmouthshire*, from Portland, Oregon, reports:—Moderate winds and hazy weather. Heavy S.E. swell between Japan and Formosa.

Captain Thompson, of the steamship *Tantalus*, from Shanghai, reports:—From Shanghai to Tutuhoun variable winds with very heavy easterly swell and low barometer from thence to port, moderate monsoon and clear.

Captain Asquith, of the steamship *Nestor*, from Moji, reports:—Moderate and Variable winds and continued [illegible] from Formosa thence to Port Moderate to light S.W. winds [illegible]

Captain Muir, of the steamship *Yik Sang*, from Swatow, reports:—Light winds and fine weather with Moderate S.W. swell throughout.

Captain J. H. Jackson of the *Loo Sok* from Bangkok reports:—Experienced Moderate S.W. S.E. Winds with fine weather to Bangkok Bangkok to Swatow Fresh to Moderate S.W. winds and fine weather. Swatow to Hongkong Moderate S.W. winds and fine weather.

NOTANDA

CALENDAR.

JULY.

Meteorological means based on fifteen years' observations to 1868.

Barometer	29.738
Thermometer	81.6
Humidity	83.0
Rainfall	9.210

TO-DAY.

WEATHER REPORT.

	On data at 10 a.m.	On data at 4 p.m.
Barometer	29.62	29.56
Temperature	87	85
Humidity	68	79
Rainfall	0.01	—

TO-DAY.

Monday, 10th July, 1899.

Chinese—*3rd of 6th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... 5hr. 23min.
Sets ..... 6hr. 46min.

Moon—*New Moon 3.8 a.m.*

High water—*Morning* ..... 9hr. 44min.
Afternoon ..... 11hr. 55min.

Low water—*Morning* ..... 3hr. 17min.
Afternoon ..... 5hr. 0min.

ANNIVERSARIES.

1509—John Calvin born.
1522—The Portuguese fleet left Malacca for China.
1840—The Yangtze blockaded by the British fleet.
1849—Armistice between Prussia and Denmark.
1892—Tornado near Saigon; 10 Chinese killed.
1898—Edict ordering Temples to be converted into Chinese schools.

TO-MORROW.

Tuesday, 11th July, 1899.

Chinese—*4th of 6th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... 5hr. 23min.
Sets ..... 6hr. 46min.

Noon—*In Apogee Midnight.*

High water—*Morning* ..... 10hr. 14min.
Afternoon ..... none

Low water—*Morning* ..... 3hr. 56min.
Afternoon ..... 5hr. 32min.

ANNIVERSARIES.

1708—Battle of Oudenarde.
1816—Amherst's Embassy arrived in China.
1859—Peace of Villafranca.
1871—Engagement between the Koreans and an American naval force.
1882—Alexandria bombarded.
1897—Gaya, B.N. Borneo, looted and burnt by Mat Salleh.
1898—Admiral Camara's fleet re-called to Spain. Four transports with American re-inforcements arrive at Manila.

AGENDA.

TO-DAY.

Goods ex *Commonwealth* subject to rent.

TO-MORROW.

Noon.—Norddeutscher Lloyd steamer *Sarnia* leaves for Havre and Hamburg.
Noon—Indo-China steamer *Sinsang* leaves for Calcutta.
4 p.m.—"Blen" line steamer *Benledi* leaves for Japan.
5 p.m.—C. & M. steamer *Esmeralda* leaves for Manila.

WEDNESDAY, 12th.

California & Oriental steamer *Belgian King* leaves for Honolulu.
Goods ex *Glenturret* and *Coromandel* subject to rent.

FRIDAY, 14th.

3 p.m.—Chassed and broken goods ex *Benledi* examined.

SATURDAY, 15th.

Goods *Silesia*, and *Benledi* subject to rent.
The U. S. & China-Japan steamer *Indrapura* leaves for New York *via* Suez Canal.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of Japan*) to-morrow.
American (*Doric*) 15th inst.
English (*Oceanien*) 15th inst.
Tacoma (*Tacoma*) 18th inst.
American (*Nippon Maru*) 6th prox.
American (*City of Rio de Janeiro*) 4th prox.

* * *

The steamer *Hyson* from Calcutta, left Singapore for this port on the afternoon of the 8th inst.

* * *

The steamer *Tacoma*, has arrived at Yokohama and sailed for Kobe and Hongkong to-day.

* * *

The steamer *Oceanien* with the next French mail, left Singapore on Saturday at 4 p.m. for this port *via* Saigon.

* * *

The T. K. K. steamer *Nippon Maru* left San Francisco for this port on the 3rd inst. *via* Honolulu, Yokohama, Inland Sea, Kobe Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba ..... at Kowloon Docks
Isla de Luzon ..... " "
H.M.S. *Hart* ..... " "
Aster ..... " "
Belgian King ..... " "
D. Juan d'Austria ..... Cosmopolitan Docks
Germania ..... " "

PASSED THE CANAL.

Outward—16th June—*Menelaus, Oceanien, Wittenberg*. 20th June—*Indrani, Argyll, Atalo, Bombay, Doulcetta*. 23rd June—*Benavente*. 27th June—*Teutonia, Needles*. 30th June—*Formosa, Trieste, Alesia, Kronberg*.
Homeward—27th June—*Glaucus, Glencarse, Indus, Heidelburg*.

Shipping.

Arrivals.

ESMERALDA, British steamer, 966, R. W. Cobban, 9th July.—Manila 6th July.—General.—Shewan, Tomes & Co.

BELLEROPHON, British steamer, 1,518, T. Peters, 9th July.—Penang 1st July. Rice.—Butterfield & Swire.

FORMOSA, British steamer, 674, T. Douglas, 9th July.—Pakhoi 6th July.—Sugar and [illegible]

TAKSANG, British steamer, 977, A. Smith, 9th July.—Canton 9th July. General.—Jardine, Matheson & Co.

MARIE JENSEN, German steamer, 1,772, T. C. Matthiesen, 9th July.—Saigon 5th July. Rice.—Jebsen & Co.

TANTALUS, British steamer, 1,282, R. C. Thompson, 9th July.—Shanghai 5th July. General.—Butterfield & Swire.

MONMOUTHSHIRE, British steamer, 1,871, W. A. Evans, 9th July.—Portland, Oregon 13th June. General and Flour.—Dodwell & Co.

TRITOS, German steamer, 1,033, W. A. Dinse, 9th July.—Saigon 5th July. Rice.—Siemssen & Co.

TATEGAMI MARU, Japanese steamer, 1,668, Torneo, 9th July.—Moji 4th July. Coal.—Jeffries.

AFRIDI, British steamer, 2,354, T. Golding, R.N.R., 9th July.—Saigon 9th July. General.—Dodwell & Co.

TSINAN, British steamer, 2,300, Geo. Ramsay, 9th July.—Hongay 6th July. General.—Butterfield & Swire.

SARNIA, German steamer, 3,206, Lüneschloss, 10th July.—Foochow 8th July. General.—Carlowitz & Co.

LOOSOK, British steamer, 1,020, J. B. Jackson, 10th July.—Bangkok 1st July, and Swatow 9th, Rice and Timber.—Butterfield & Swire.

Clearances at the Harbour Office.

Kongmann, British str., for Canton.
Hainan, German str., for Chefoo.
Quarta, German str., for Saigon.
Meefoo, Chinese str., for Shanghai.
Silesia, German str., for Singapore.
Germania, German str., for Saigon.
Glenlochy, British str., for Singapore.
Esmeralda, British str., for Manila.
Formosa, British str., for Swatow.
Tantalus, British str., for Singapore.
Charterhouse, British str., for Amoy.
Taksang, British str., for Singapore.
Inaba Maru, Japanese str., for Singapore.
Kwai Lum, British steam-launch, for Macao.
Raffaele Rabuttino, Italian str., for Singapore.

Departures.

July 9, *Triumph*, German str., for Hoihow.
July 9, *Siam*, British str., for Swatow.
July 9, *Chunshan*, British str., for Singapore.
July 9, *Hainan*, German str., for Chefoo.
July 9, *Maidzuru Maru*, Jap. str., for Swatow.
July 9, *Chowtai*, British str., for Bangkok.
July 9, *Hue*, French str., for Hoihow.
July 9, *Doyo Maru*, Japanese str., for Kobe.
July 9, *Fusan Maru*, Japanese str., for Kobe.
July 9, *Foochow*, British str., for Shanghai.
July 9, *Glenturret*, British str., for Shanghai.
July 9, *Kweiyang*, British str., for Canton.
July 9, *Hermes*, Norwegian str., for Canton.
July 9, *Columbia*, American str., for Shanghai.
July 9, *C. H. Kian*, British str., for Amoy.
July 10, *Glenlochy*, British str., for Singapore.
July 10, *Tantalus*, British str., for Singapore.
July 10, *Charterhouse*, British str., for Amoy.
July 10, *Germania*, German str., for Saigon.
July 10, *Meefoo*, Chinese str., for Shanghai.
July 10, *Raffaele Rubattino*, Italian str., for Singapore.

Passengers—Arrived.

Per *Bellerophon*, from Penang—125 Chinese.
Per *Formosa*, from Coast Ports—Mr. Lammert, 52 Chinese and 1 Japanese.
Per *Esmeralda*, from Manila—Mr. Plover and servant, Capt. Katoaka, Lieut. Holmes, Dr. Barker, Dr. Frieser, Messrs. H. Gay, McThomas, Flint, E. Jama, A. Arnacho and 72 children, R. E. Humphreys, Lieut.-Comdr. P. S. St. Johns, R.N., Messrs. Bell, Casales, W. Barr, Lehilling, and Partack, and 34 Chinese.
Per *Tritos*, from Saigon—81 Chinese.
Per *Monmouthshire*, from Portland, Or.—Messrs. B. Eastham, C. N. Pease, B. Campbell, H. Campbell, and 9 Chinese.
Per *Inaba Maru*, from Kobe—Lieut.-Col. T. Matzukawa, Lieut. Moriyama, Mr. R. Hidehara, Comdr. T. Sato, and Staff of Officers, Capt. Hadley, and Staff of Officers and others, and 45 Japanese, Navy.

STEAMERS EXPECTED.

Names.	From.	Due.
Empress of Japan	Shanghai	To-morrow
Hyson	Singapore	July 14th
Wittenberg	Singapore	July 14th
Oceanien	Singapore	July 15th
Doric	Japan	July 15th
Tacoma	Japan	July 18th
Glenogle	Tacoma	Aug. 3rd
City of Rio de Jan.	San Francisco	Aug. 4th
Nippon Maru	San Francisco	Aug. 6th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Afridi	London, &c.	July 11th
America Maru	San Francisco, &c.	Aug. 29th
Bayern	Straits, &c.	July 19th
Belgian King	San Diego, &c.	July 12th
Bengloe	London	July 20th
Carlisle City	San Diego, &c.	Aug. 15th
Carmarthenshire	San Diego, &c.	July 20th
Centaur	Singapore	July 11th
China	San Francisco, &c.	July 18th
City of Peking	San Francisco, &c.	Sept. 7th
City of Rio	San Francisco, &c.	Aug. 12th
Coptic	San Francisco, &c.	Aug. 22nd
D. Balguino	Straits, &c.	Aug. 5th
Doric	San Francisco, &c.	July 25th
Ellen Rickmers	Havre, &c.	Aug. 8th
Esp. China	Vancouver, &c.	Aug. 9th
Emp. Japan		Aug. 30th
Empress India		July 19th
Esmeralda	Manila	July 14th
Gaelic	San Francisco, &c.	Sept. 16th
Glenogle	Victoria, B.C.	Aug. 8th
Hiroshima Maru	Bombay, &c.	July 13th
Hongkong Maru	San Francisco, &c.	Sept. 23rd
Inaba Maru	Marseilles, &c.	July 11th
Indrapura	New York, &c.	July 15th
Kamakura Maru	Marseilles, &c.	July 27th
Lennox	Victoria, B.C.	Aug. 19th
Monmouthshire	Victoria, B.C.	Aug. 3rd
Nippon Maru	San Francisco, &c.	Aug. 6th
Olympia	Victoria, B.C.	Sept. 2nd
Preussen	Singapore	Sept. 7th
Prinz Heinrich	Straits	Aug. 8th
Sachsen	Straits	July 23rd
Sarnia	Havre	Aug. 9th
Teutonia	Havre	July 25th

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU ..... W. Bainbridge	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	TO-MORROW, 11th July, at 4 P.M.
HIROSHIMA MARU..... S. Yoshizawa.....	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 13th July, at Noon.
KASUGA MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 20th July, at 4 P.M.
KAMAKURA MARU ..... N. Trennt	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	THURSDAY, 27th July, at 4 P.M.
*KINSHIU MARU..... W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE and YOKOHAMA.	THURSDAY, 27th July, at 4 P.M.
YAWATA MARU..... A. E. Moses	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 28th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 10th July, 1899. [6

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA,
(DIRECT WITHOUT TRANSHIPMENT).
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*DOMENICO BALDUINO .....Canepa ..... 5th August.
*SINGAPORE.....Pizzarello ..... 2nd September.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,
Agents.

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MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898. [1399

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. **Scott's Emulsion** contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agent for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepaid only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the EMPIRE of CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38

TO THE DEAF.

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—CURE BRIGHT, Secretary. [7

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

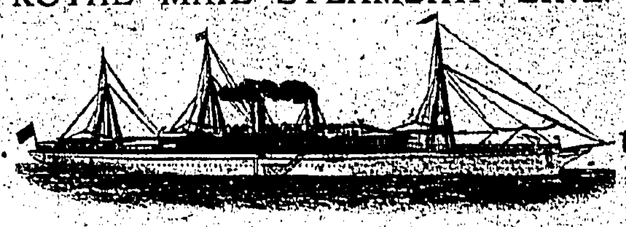
Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Ohmura Coal Mines.
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Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegatuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1896. [45

THE LEADING CATERERS.

COMPARE OUR
MENU. BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 14 September 1897. [30

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 19th July, 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 9th Aug., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 27th June, 1899. [3

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AZTEC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama	Saturday, 15th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 3rd Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 29th Aug., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Sept, at Noon.

THE Chartered Steamship

"AZETEC,"

will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 15th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th July, 1899. [1310

Hotel.

WINDSOR HOTEL,

HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING

MONTHLY RATES GIVEN NOW.

E. BOHM,
Proprietor & Manager.

Hongkong, 18th April, 1899. [12



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BALLAARAT,"

Captain C. L. W. Feild, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 22nd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 8th July, 1899. [5

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Tacoma ...	2,811	A. Dixon.....	July 29.
Glenogle...	3,750	R. D. Jones....	Aug. 8.
Olympia...	2,837	J. Truebridge ...	Sept. 2.
Victoria...	3,502	J. Panton.....	Sept. 12.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire	2,874	W.A.Evans	July 22.
Lennox.....	3,677	Williamson	Aug. 19.
Columbia	2,976	N. Moncur	Sept. 23.
Monmouthshire	2,874	W.A.Evans	Oct. 7.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points, should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 8th July, 1899. [4

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE,
Elgin Street, Kowloon.

Hong Kong, 1st May, 1899. [1

Mails.

NORDDEUTSCHER LLOYD. (*Freight Service.*)



HAMBURG-AMERIKA LINIE. (*East Asiatic Service.*)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, (GENOA), PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
*SARNIA ..... Lüneschloss	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	11th July, at Noon.	Freight and Passage.
E. RICKMERS ... H. Jacobs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 5th August.	Freight.
*SILESIA..... Behrens	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 6th August.	Freight and Passage.
WITTENBERG ... Madsen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 17th August.	Freight.
ALESIA..... Knuth	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 31st August.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King ...	3,379	about	July 12
Carmarthenshire.	2,929	about	July 20
Carlisle City.....	3,002	about	Aug. 15
Thyra.....	3,406	about	Sept. 19

THE Steamship

"BELGIAN KING,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 12th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 4th July, 1899. [1330

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th July, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Aug., at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 7th Sept., at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 18th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th July, 1899. [1310

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern.....	Wednesday	19th July.
Prinz Heinrich...	Wednesday	16th Aug.
Preussen.....	Wednesday	13th Sept.
Sachsen.....	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.
König Albert.....	Wednesday	13th Dec.
Prinz Heinrich....	Wednesday	27th Dec.
Preussen.....	Wednesday	10th Jan.
Karlsruhe.....	Wednesday	24th Jan.
Sachsen.....	Wednesday	7th Feb.
Hamburg.....	Wednesday	21st Feb.
Bayern.....	Wednesday	7th Mar.

ON WEDNESDAY, the 19th day of July, 1899, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 17th July. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 18th July. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 21st June, 1899. [818a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE
VIA
THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 25th July, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 22nd Aug., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 16th Sept., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Rates of Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

LATE TELEGRAMS.

(From Ceylon Papers.)

THE TRANSVAAL.

LONDON, June 21st.

There is the best authority for stating that the Cabinet was unanimous on the Transvaal question. The Unionists have been unexceptionally loyal to Mr. Chamberlain. The fact that Sir Donald Currie and other influential persons oppose the war is attributable to their large mining interest. Sir A. Milner's telegraphic despatch was received a fortnight before its publication. It was impossible, however, for the Government to proceed until the result of the Bloemfontein Conference was known, and the Opposition took a definite stand. The *Spectator*, *Daily News*, and other Liberal papers were steadily and helpfully strengthening public opinion until Sir H. Champbell-Bannerman's mischievous speech at Ilford unsettled everything. Learning the evil results of that speech, both at the Cape and at home, the Leader of the Opposition has to-day hesitatingly retracted his words; but his shuffling has been excessively annoying. Many wish Sir W. V. Harcourt had never resigned. The latter would honestly have opposed the Government policy, and the country would have disowned him, leaving the line clear. It is beginning to be feared that the only possible solution is an ultimatum. President Kruger is confident that Great Britain cannot declare war on a party vote. He ingores Mr. Schreiner and the Hofmeyr party at the Cape, who are working arduously to prevent war.

GERMANY.

The Reichstag has finally agreed to the prolongation of the commercial arrangement granting Great Britain and her Colonies the favoured-nation treatment. The Government insisted upon the inclusion of India in the arrangement on the grounds of expediency notwithstanding the Indian Countervailing Sugar Duties Act.

OXFORD UNIVERSITY.

Doctorates have been conferred by Oxford University on Mr. Cecil Rhodes, General Lord Kitchener, and Lord Elgin, all of whom were heartily cheered at the ceremony.

GOLD FROM AUSTRALIA.—

The P. & O. steamer *Shannon*, from Melbourne, homeward bound, takes £100,000 in gold from India.

CHURCH MATTERS.

June 22nd.

Several leaders of the Church of Scotland, headed by the Right Hon. J. A. Campbell, Member of Parliament for the Universities of Glasgow and Aberdeen, interviewed the Secretary of State for India, privately, yesterday, on the subject of the grievances of Presbyterian Chaplains of the Indian Army. They demanded that Churches clearly intended for Protestants, and not for Anglicans only, should, even though consecrated by the Anglicans, be transferred from the jurisdiction of the Bishops to the Commanding Officers of the Stations. Otherwise, they asked that special chapels should be provided. Lord George Hamilton replied in a sympathetic manner, and said the Indian Council would consider the matter. Mr. Campbell will put a question in the House of Commons on the subject before the end of the Session.

OBITUARY.

The death is announced, at Malta, of Lady Grenfell, wife of General Sir F. Grenfell, Governor and Commander-in-Chief of Malta.

THE SOUDAN.

Despatches from the Soudan state that friendly Tagallas have attacked the Khalifa and his followers, numbering about 3,000, near Sherkeila. Many Dervishes were killed and their only gun captured.

The Tagallas now surround the Khalifa, who has taken refuge in the hills.

THE TRANSVAAL.

Replying to Sir W. Wedderburn in the House of Commons to-night, Mr. Chamberlain said the Government had used every friendly means with the Transvaal to secure equitable treatment for Indian residents; but this matter was one of a number on which Her Majesty's Government and the Transvaal were not in accord.

June 23rd.

It is now stated that not more than five hundred troops are going to the Cape at present.

THE FRENCH CABINET.

The Cabinet formed by M. Waldeck Rousseau at Paris, combining such markedly differing elements, astonishes everybody.

General Galliffet has been selected Minister for War, to restore discipline in the Army.

A CONTRADICTION.

SIMLA, June 23rd.

The report that troops are being sent from India to the Cape may be positively contradicted. If any such step were in contemplation it would have been known at Simla ere this.

CANNIBALISM ON THE CONGO.

Reuter's Agency has received details of the killing and eating on the Congo of Captain Maurice Bell, a British Militin officer, who last year left England for the Congo in the service of the Free State. The particulars were supplied by Lieutenant F. J. Andrew, a Scotsman in the Belgian service, who has lately returned to England from the Upper Congo, invalided.

On Jan. 18 last Captain Bell left Basoko (at the confluence of the Congo and Aruwimi), on an expedition against Aruwimi tribes. The expedition was commanded by Commandant Van Wert, who was accompanied by Lieutenant Giertsen, Captain Bell, and 150 black troops. Its object was to prevent the tribes from descending upon peaceful villages on the main Congo river. When in the bush Commandant Van Wert divided the expedition into three sections, each of which consisted of fifty soldiers, commanded by one of the white men. Captain Bell was despatched to the south with orders to scour the country and then to return to the Commandant, who pitched his camp where he was. Captain Bell was very weak from repeated attacks of fever. Lieutenant Andrew tried to dissuade him from going, but he pointed out that if he remained behind the Belgians would only place one construction upon his action. While marching in Indian file through a dense forest he and his force were suddenly surrounded by 300 spearmen. The soldiers, who were mere boys, threw down their rifles and cartridge belts and fled into the bush, leaving Captain Bell, his native sergeant, and one boy to resist the attack. Aided by his boy, Captain Bell, loaded and fired his rifle again and again, and when at close quarters used his revolver with such effect that he accounted for fully ten natives before the end came. The cannibals, however, in the end naturally conquered, and the brave three were speared, cut up, and afterwards eaten. In accordance with the usual custom when a white man is killed, pieces of the body were despatched to all the surrounding villages to inflame the natives. When the news reached the main river a punitive expedition was sent from Basoko, and also a forces from Commandant Van Wert. In this expedition 100 natives were killed and a number taken prisoners.

MOSQUITOES AND MALARIA.

The etiology of malarial fever is a subject of the deepest interest not only to medical men but to all dwellers in this land in which malaria abounds. Laveran put forward a theory that these fevers were propagated by a parasite, but no one was able to discover the organism in external nature. In 1894, however, Dr. Patrick Manson stated in a definite way a theory that the parasites were capable of transference to mosquitoes feeding on the blood of infected persons. The belief that malarial fever was in some way connected with mosquitoes is not a new one; indeed, it appears that a connection between insects and malarial fever was suspected before the beginning of the Christian era. In modern times a theory of the conveyance of malarial infection by mosquitoes existed in the United States, but seems to have remained unknown in Europe; and even the suggestion made more than once by Laveran himself that possibly mosquitoes played a part in the propagation of paludism, as they do in filariasis, did not attract attention. It was not until the publication of Dr. Manson's paper on the subject that the minds of British observers were turned seriously to the mosquito as a possible intermediate host. In 1895 Surgeon-Major Ronald Ross of the Indian Medical Service began the experimental study of the subject in India; but for more than two years, during which he fed vast numbers of mosquitoes on persons suffering from malarial fever, he failed to obtain any conclusive evidence in favour of Dr. Manson's hypothesis.

Meanwhile, however, belief in the connection between malaria and mosquitoes was gaining ground. Dr. Robert Koch, who studied the subject in German East Africa, although he had arrived at no certain conclusions, and could not as yet go beyond conjecture, was, nevertheless, of opinion that there remained, so far as tropical malaria was concerned, only two agents for the conveyance of infection which needed to be seriously considered. These were drinking water and mosquitoes, and he inclined to the opinion that the latter was the chief and probably the only factor. He writes:—"Wherever one turns, one finds a local and a seasonal relationship, between the existence of tropical malaria and the presence of mosquitoes. . . . Among mountains malaria stops exactly where there are no longer any mosquitoes. In the interior of countries malaria diminishes where mosquitoes diminish. At the times of the year when mosquitoes abound malarial fevers are most frequent. I am most strengthened in my conviction by the analogy of malaria with Texas fever and other tropical diseases of men and animals, in which the parasites are found in the blood exclusively. In all these diseases the infection is carried by blood-sucking insects, not indeed that they insert the infection matter direct from the blood of one animal to that of another, but the parasite goes through further developmental stages in the insect, passes into the eggs and into the young insects and is by them carried to the proper host. In this or some similar way, I think the mosquito plays its part in regard to tropical malaria."

In August 1897, Major Ross' perseverance was at last rewarded. He observed in the stomach of a particular kind of mosqito, fed on the blood of a person suffering from malarial fever, certain pigmented cells. From the resemblance of the pigment in those cells to that found in the organisms associated with malaria he was led to hope that he had found an extra-corporeal development of the latter. In February 1898, after some experiments attended by negative results, Major Ross found, that the pigmented cells were almost always present in a particular variety of mosquito,—a mosquito capable of carrying *filaria nocturnia*,—after it had been fed on sparrows infected with *proteosoma* Labbé, which is a parasite nearly akin to the parasites associated with malarial fever in man. After examining a very large number of such mosquitoes fed on infected birds controlling his experiments by the examination of insects of the same variety fed on healthy birds, Major Ross satisfied himself that the pigmented cells were a developmental stage in the mosquito of the blood parasit of the infected birds. He was, moreover, e to trace the gradual growth and develo ent of the cells in the insects. Shortly after the mosquito had been fed on infected blood, the cells began to appear as small oval bodies containing pigment attached to the outer wall of the insect's stomach. These bodies rapidly increased in size, until after six days they reached a maximum of about 60 micromillimetres in diameter, and were protruded freely into the cœlum or blood cavity, of the mosquito. Major Ross considered these bodies to be coccidia, and called them *proteosama* coccidia. His next object was to discover their sporulation, and he satisfied himself that there were two kinds of reproductive elements, *(a)* delicate threadlike bodies, and *(b)* large black spores. At this point the enquiry became of particular interest, for there was reason to suppose that the mode of infection of birds with *proteosoma* certainly, and the mystery of the infection of man with the organism of malaria probably, would be explained by the results of the next step in the investigation.

The results attained by Major Ross were somewhat unexpected. He discovered that the thread-like bodies have the faculty of entering and remaining in the large grape-like cells of the sallvary gland of the mosquito. This gland lies near the head of the insect, and a duct runs from it to the extremity of the tongue or epiphaynx, one of the stylets of the proboscis which is used by the mosquito to pierce the skin of its victim. Major Ross believes that the secretion of this gland is poured into the wound, its function being to prevent the contraction of the torn capillary vessels, and its effect the familiar irritation of the mosquito-bite. His theory of infection was that the thread-like reproductive elements of *proteosoma* coccidia, having accumulated in the gland, were carried out by its secretion in the blood of any creature on which the mosquito might feed. Once in the blood *proteosoma* infection would be set up, provided the victim of the mosquito was a susceptible bird. So far, this theory was supported only by the life-history of the *proteosoma*, so Major Ross next endeavoured to confirm his speculations by the direct infection of healthy birds. He fed a number of mosquitoes on birds infected with *proteosoma*, and, after keeping them for a week in order to allow time for the production by the *proteosoma* occidia of the thread-like bodies, he fed the mosquitoes on birds which he had previously ascertained were free from *proteosoma* infection. The result was decisive. After a defielte incubation period of from five to eight days, 80 per cent. of these birds became infected with what he described as immense numbers of *proteosoma*. Most of the birds died and showed the characteristic black pigmentation in the liver and spleen. Major Ross stated that *proteosoma* infection was found in only about 1.35 per cent. of the free sparrows which he examined in Calcutta, and then the parasites were far inferior in number to those in his experimental cases. He, therefore, considered that the fact that *proteosoma* infection is carried from a diseased to a healthy bird by mosquitoes has been placed by him beyond question. Major Ross has not yet succeeded in extending these latter observations to human malaria, nor has he yet ascertained the function of the black spores; and work in both directions must be completed before the problem of the propagation of malarial fever can be said to be solved. He fears, moreover, that the task of finding the appropriate definite hosts for each of the different gymnosporidlia will prove to be a hard one. He is, however, inclined to anticipate that the direct infection of the malarial germs through the suctorial apparatus of the mosquito will be found to be the only method of infection. If this is so, the prevention of malaria will depend upon the prevention of mosquito bites. Before the important subject of limiting the propagation of mosquitoes is considered, the species and habits of the insects which acts as hosts to the parasites must be learned, and this work is now obtaining serious attention in many parts of the world. In the meantime it may be stated that there is good ground for the belief that the commoner species of mosquito cannot convey malaria to the human organism.

THE FITZSIMMONS-JEFFRIES FIGHT.

NEW YORK, June 8th.

To-morrow night, between the hours of 9 and 10 o'clock, Robert Fitzsimmons, champion pugilist of the world, and James Jeffries, the gigantic Californian, will meet in the ring of the Coney Island Sporting Club and settle their differences according to Marquis of Queensberry rules. In spite of the talk that the battle will be stopped by Chief of Police Devery, it was confidently asserted to-day by some big guns in Brooklyn political matters that Referee Siler would be the only official to put a stop to the fight.

The champion is much older than Jeffries and will enter the ring at least thirty-five pounds lighter. Jeffries will tip the scales at about 206 pounds, which is the lowest he has trained to in his career. In spite of the talk that Fitz will not be over 158 pounds, it is asserted that when the champion got upon the scales, Wednesday, he weighed 170½ pounds. He has steadfastly refused to tell his weight and says he will not go on the scales to weigh in to-morrow.

If he is as good as of old he is rugged, powerful, fast and capable of standing any roughing that he may receive from his ponderous antagonist. He is confident that he will win quickly and without a fluke. Fitz does not say how he intends to fight Jeffries, but he has done no end of experimenting with big Kenny, his sparring partner, who is almost as weighty as Jeffries.

Fitzsimmons has no equal as a ring general and schemer. For this reason Jeffries will have to fight him warily until he believes he has the Cornishman's measure. Fitz has never faced a man of Jeffries' build and make-up. He has in the past had an advantage with his phenomenal reach, but in this instance he is outclassed. Jeffries has such a tremendous reach that it will not be at all surprising to see him fight Fitz with left-hand jabs from the start, reserving his right hand swing until later on.

The boiler-maker has been practicing defensive tactics more than attack and believes that he can keep Fitz off. The latter is expected to force the fight from the start. In such an event it is believed that Jeffries will stand away and try to "jab his block off," as the talent puts it. If successful in this method for half a dozen rounds or so, it is thought in Jeffries' camp that he has a fine chance to win, as his strength and stamina are expected to assist him wonderfully.

If on the other hand, Jeffries should decide to rush at once and mix it, it is the impression among critics that Fitzsimmons will get a chance to land one of his deadly hooks, all of which in recent fights have been delivered at short range. Jeffries not only stood the very aggressive Sharkey off in twenty rounds, but also beat him on points. This achievement is the base for the belief that Fitzsimmons will find it a rather difficult matter to overpower the boiler-maker by main strength put into rushing, but at the same time it is pointed out that the champion is a different sort of pugilist from Sharkey and will probably employ tactics that will cause Jeffries much more trouble than when he met the sailor.

Neither man is a showy boxer, yet both are clever. Both are hard hitters, but unless Jeffries springs a surprise, Fitzsimmons will probably demonstrate the oft-repeated statement that he is the greatest puncher in the world. In leg work, shiftiness and speed Fitzsimmons is superior to the Californian, which counts for a great deal, but then one must not forget that Jeffries has weight, height, reach, youth, wonderful physical strength and a stout heart. Many ring followers have expressed the opinion that the boiler-maker may be attacked with stage fright as soon as he gets in front of the champion, but Jeffries does not talk in a strain that would warrant any such belief.

"I know what I am undertaking," he said to-day, "and I appreciate the fact that Fitz can drop me with a punch on the jaw if it lands right, but when I get in the ring I'll do my best to keep away from such a punch and at the same time land a few hot ones myself. Other fighters have hit Fitz and had him groggy. Corbett had him going in the sixth round at Carson. I think I can put him out if I get over a good wallop and put it in right. Depend upon it, that there will be a red hot fight, no matter who wins."

It was said to-day that Governor Roosevelt would not be present at the battle. The Governor declined to accept a box, although one was offered to him. When the Governor was a Police Commissioner he was an advocate of the sport, defining it as a healthy, manly exercise. That the battle will go along unmolested despite Chief Devery's threat to stop it is the impression of the sports. It is understood that Hugh McLaughlin of Brooklyn has called Devery off and told him not to attempt to interfere. If he does, so it is said, there will be a hot political fight on hand. Sports are in no wise disturbed. They are going about purchasing tickets as if nothing had happened to disturb the calm of the situation. An investigation of the opposition to the Coney Island Club would very likely produce interesting revelations. It is said that when a license was first sought Tammany modestly asked for 35 per cent of the gross receipts.

BETTING ON THE FIGHT.

The fervor of the Jeffries men to-day was not stayed by the fact that Fitz is such an overwhelming favorite. The Californian's youth and strength are freely advanced as a good pedestal to hinge his chances on and money is going on him regardless of anything else which has been brought up to endanger his chances of victory. There was plenty of Uncle Sam collateral to be had and the number of best chronicled were large. Richard Golden, the actor, laid $400 to $800 on Jim. Richard Belan of San Francisco invested $300 to $600 on Jeffries. Frank Robison, president of the St. Louis baseball club, called on Corbett and announced his intention of betting $2000 on Fitz. Billy West bet $1000 to $1500 on Jeffries with a friend from England. "Brooklyn" Jimmy Carroll placed $2000 to $2500 on Jeffries with Nick Allegretti; Tom Corbett, Jim Corbett's brother, laid $2500 to $3100 with Billy Colliley on Jeffries.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above TO-MORROW, the 11th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th July, 1899. [874a

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"RENLEDI,"

Captain Farquhar, will be despatched as above TO-MORROW, the 11th instant, at 4 P.M.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th July, 1899. [891a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain Cobban, will be despatched for the above Port, TO-MORROW, the 11th instant, at 5 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th July, 1899. [883a

EAST INDIAN OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE.

THE Company's Steamship

"CENTAUR,"

Captain Bannatyne, will be despatched as above TO-MORROW, the 11th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th July, 1899. [885a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRAPURA,"

Captain A. Norsfall, will be despatched as above on or about the 15th July.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1899. [686a

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENGLOE,"

Captain Thomson, will be despatched as above on or about the 20th instant.

For Freight, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th July, 1899. [886a

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"

Captain H. Hill, will be despatched as above on SATURDAY, the 22nd instant.

For Freight or Passage, apply to

McGREGOR BROS. & GOW.

Hongkong, 8th July, 1899. [892a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above on MONDAY, the 24th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th July, 1899. [877a

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship

"YANGTSZE,"

H. Allen, Commander, will be despached for the above Port, on SATURDAY, the 29th July.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, 12th June, 1899. [785a

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLEDI," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co. Agents.

Hongkong, 8th July, 1899. [888a

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 6th July, 1899. [1

NOTICE TO CONSIGNEES.

S.S. "COMMONWEALTH," FROM NEW YORK AND STRAITS.

CONSIGNESS of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, & CO., LIMITED, Agents.

Hongkong, 4th July, 1899. [873a

TOYO KISEN KAISHA.

NOTICE.

FROM SAN FRANCISCO AND SHANGHAI.

CONSIGNEES of CARGO per Steamship "AZTEC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1899. [1310

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO', LONDON AND STRAITS.

THE Steamship

"GLENTURRET,"

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 12th instant will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 6th July, 1899. [879a

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *India*.

From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 6th July, 1899. [1-w 5

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"SILESIA,"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 15th instant, *or they will not be recognised*.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 8th July, 1899. [863a

NOTICE

PRIVATE BOARD and RESIDENCE, 166, Queen's Road East.

Mrs. HORTON.

Hongkong, 30th June, 1899. [815a

Intimations.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND WHAMPOA DOCK CO., LTD., will be held at the OFFICE of the Company, Queen's Buildings, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 19th day of July, 1899, at 3 o'clock in the Afternoon, when the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 3rd day of July, 1899 (being an amendment of the Resolution originally proposed at such Meeting), will be submitted for confirmation as a SPECIAL RESOLUTION, viz.:

That the Memorandum and Articles of Association submitted to this Meeting be and the same are hereby approved with the following alterations made therein:

1.—With the words "*in Hongkong and elsewhere*" inserted in clause 3 section (a) line 1 of the said Memorandum of Association between the words "to carry on" and the words "the business of".

2.—With the *number 5* placed before the last clause in the said Memorandum of Association beginning "the Capital of the Company" and with the latter portion of such clause beginning with the words "*with power to divide*" down to the end of the clause *eliminated*.

3.—With the words "*as the General Meeting resolving upon the creation thereof shall direct and if no direction be given*" inserted in Article Number 37 line 2 of the said Articles of Association between the words "annexed thereto" and the words "as the Directors shall determine."

4.—With the words "*(if any)*" inserted between the words "sums" and "as" and the words "*in General Meeting*" inserted between the words "Company" and "may" in Article Number 74 line 3 of the said Articles of Association.

5.—With *all the words after the word "shall"* in line 1 of Article Number 109 of the said Articles of Association *eliminated down to the end of the Article* and with the following words inserted instead thereof "*three days at least previously to the meeting be served on the registered holders of shares in the manner in which notices are hereinafter directed to be served.*"

And that pursuant to the Provisions of the Companies (Memorandum of Association) Ordinance 1890 the form of the Company's Constitution be altered by substituting such Memorandum of Association with extended objects as therein set forth (after making the before mentioned alterations therein) and such Articles of Association (after making the before mentioned alteration therein) for the Company's Deed of Settlement dated the 29th of August, 1863, and for all Regulations of the Company subsequently made and now in force and that the Directors be authorized to apply to the Court to confirm this RESOLUTION under the said Ordinance."

Dated the 4th day of July, 1899.

By Order of the Board,

T. I. ROSE, Secretary.

Queen's Building, Victoria, Hongkong. [875a

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. JEYES FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [11

THE (SUB AGENTS LIPTON LIMITED,) MUTUAL STORES 26, 28 & 30, POTTINGER STREET, HONGKONG.

JUST ARRIVED PER S.S. "YAMATTA MARU":—

ANOTHER LARGE CONSIGNMENT OF AUSTRALIAN CREAMERY BUTTER FRESH

80 CENTS per lb.

Hongkong, 27th June, 1899. [1389

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an EXQUISITE TASTE.

Sole Agents for Hongkong & China,

A. S. WATSON & Co.,

Hongkong, 19th June, 1899. [1

Intimations.

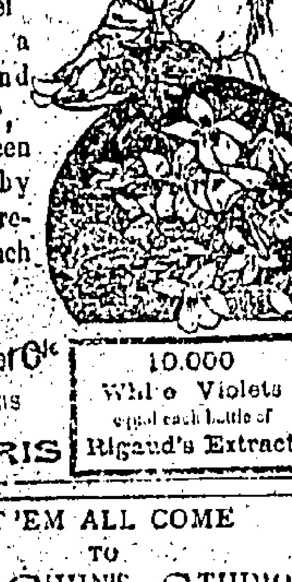
KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate.
Quality A...............................$16
Quality B...............................$12
10, *QUEEN'S ROAD CENTRAL,*
21] Opposite the Telegraph Office

DUMINY & Co.
CHAMPAGNE
EXTRA DRY
Carte D'Or Sec — Carte Blanche
Sillery Demi Sec — Chateau de Charmieres
TRADE MARK.
M. OPPENHEIMER & Co., Paris.

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

RIGAUD'S WHITE VIOLET EXTRACT

This fugative and delicate perfume is persistant as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society
RIGAUD & Cie. PERFUMERS PARIS
10.000 White Violets equal each bottle of Rigaud's Extract

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [596a

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East, GROUPS AND VIEWS a speciality.
Hongkong, 22nd September 1898. [45

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—
GERARD C. TOBEY, American bark, J. F. Surtlef.—By Order.

OPIUM QUOTATIONS.

Hongkong, 10th July.
New Patna ....815 per chest.
Old [illegible] 862
New Benares 817
New Malwa, credit ....[illegible]00 per picul.
Old Malwa, credit ....[illegible]

The Share Market.

LATEST QUOTATIONS.
(July 10th.)

Banks.
Hongkong and Shanghai Banking Corporation—310 per cent. prem., sales.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$21.
Do. Do. —$21.

Marine Insurances.
Union Insurance Society of Canton, Ld.—$235.
China Traders' Insurance Co., Limited—$62.
North China Insurance Co., Ld.—Tls. 190.
Yangtsze Insurance Assoc. Ld.—$105 buyers.
Canton Insurance Office, Ld.—$140 sellers.
Straits Insurance Co., Ld.—$6½.

Fire Insurances.
Hongkong Fire Ins. Co., Ld.—$312½.
China Fire Ins. Co., Ld.—$89.

Shipping.
Hongkong, Canton, & Macao Steamboat Co., Limited—$30½.
Indo-China Steam Navigation Company, Ld.—$62 ex div.
China and Manila S.S. Co., Ld.—$91.
Douglas Steamship Co., Ld.—$57½.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$16.

Refineries.
China Sugar Refining Co., Ld.—$174½.
Luzon Sugar Refining Co., Ld.—$57.

Mining.
Punjom Mining Co., Ld.—$14½.
Do. Preference Shares—$2.50.
Société Française des Charbonnages du Tonkin—$250.
Queen Mines, Limited—$0.50.
Jelebu Mining and Trading Co., Ld.—$13½ buyers.
Raub A'lian Gold Mining Co., Ld.—$60½.
Olivers Freehold Mines, Ld.—(A) $7.
Olivers Freehold Mines, Ld.—(B) $5.25.
Great Eastern and Caledonian Gold Mining Co., Ld.—$3.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ld.—402 per cent. prem.
Hongkong and Kowloon Wharf and Godown Company, Limited—$96.
Wanchai Warehouse and Storage Co., Ld.—$41.
New Amoy Dock Co., Ld.—$15½.

Lands, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ld.—$9.75.
Hongkong Land Investment and Agency Co., Ld.—$96.
Kowloon Land and Building Co., Ld.—$30 buyers.
West Point Building Co., Ld.—$31.
Hongkong Hotel Co., Ld.—$104.
Humphrey's Estate and Finance Co., Ld.—$10.80.

Miscellaneous.
Green Island Cement Co., Ld.—$28½.
China-Borneo Co., Limited—5 buyers.
A. S. Watson & Co., Limited—$16½.
Hongkong Electric Co., Limited—$12½.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$175.
Geo. Fenwick & Co., Ld.—$43.
Hongkong Ice Co., Ld.—$116.
Hongkong High Level Tramways Co., Ld.—$142½.
Dairy Farm Co., Limited—$5½.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$11.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited.—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$80.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 70.
International Cotton M'fg. Co., Ld.—Tls. 70.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 70.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$3 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 10th July.
ON LONDON, Telegraphic Transfer 1/11½
" Bank Bills, on demand 1/11 11/16
" Credits, 4 months' sight 2/0
" D'ments, 4 months' sight 2/0½
ON BERLIN, (demand) M.2.01½
ON PARIS, Bank Bills, on demand......2.48½
" Credits, 4 months' sight......2.52
ON NEW YORK, Bank Bills, on demand..48½
" Credits, 30 days' sight 48½
ON BOMBAY, Telegraphic Transfer 147½
" On demand 147½
ON SHANGHAI, Telegraphic Transfer ...72
" Private, 30 days' sight 72½
ON YOKOHAMA, T.T. ....4½ per cent. prem.
Sovereigns, Bank's Buying Rate $10.09
Gold Leaf 100 touch, per tael 52.75
Bar Silver 27½
Dollars ....3 per cent. prem.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Miss S. Bailly
Dr. and Mrs. N. M. S. Beede
Mr. H. F. R. Brayne
Mr. G. H. Brown
Mr. P. Bure
Capt. van Corbach
Mr. G. H. Dann
Mr. and Mrs. W. H. T. Davis and child
Mr. A. L. Denison
Mr. P. Dow
Col. G. J. H. Evatt
Mr. J. S. Ezekiel
Mr. R. M. Ezekiel
Mr. A. Forbes
Lt.-Col. A. R. Fraser
Mr. M. E. P. Frost
Colonel E. H. Gorges
Mr. H. W. Gye
Lieut. R. P. Hobson, U.S.N.
Mr. and Mrs. E. Hernsheim
Staff-Surgeon and Mrs. W. E. Home
Mr. H. W. Jeffries
Capt. F. Koford
Mr. J. Lamke
Mr. J. E. Lee
Mr. C. W. Longuet
Mrs. C. W. Longuet
Mr. R. Mitchell
Mr. S. A. Olliver
Hon. H. E. Pollock
Capt. H. V. Prynne
Miss G. Razza
Mr. F. Ryan
Mr. A. Sinclair
Mr. M. Staats
Mr. A. G. Stokes
Mr. A. P. Stokes
Mr. G. C. Turner
Mr. G. H. Wheeler

CRAIGIEBURN.

Lieut. J. C. Armstrong, R.N.
Mrs. Armstrong & son
Dr. and Mrs. Bell
Lt.-Col. G. F. Browne
Mr. Alexander Donald
Rev. T. Flynn, R.N.
Major Long, A.S.C.
Major M. M. Morris, R.A.
Mrs. Morris
Hon. and Mrs. K. D. Ormsby
Miss Ormsby
Mr. A. J. Richardson
Mr. J. A. Ross
Capt. C. H. Simmonds, R.A.
Mrs. Simmonds
Mr. and Mrs. W. E. Turner
Consul Valpicelli
Madame Valpicelli
Mr. and Mrs. Wadman
Major and Mrs. A. F. Wight
Mr. F. Williams

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Mr. Everett N. Bee
Mr. F. Bennett
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Mr. and Mrs. A. H. Bottenheim
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Capt. Burnie
Mr. C. M. G. Burnie
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Mr. F. P. Gay
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Major and Mrs. Griffin
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Mr. and Mrs. Joseph
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Mr. and Mrs. Kiene
Mr. Kinghorn
Mr. J. Kirkwood
Mr. and Mrs. J. E. Lambie
Mr. Leon A. Lévy
Mr. F. L. Macowdray
Mr. Mayston
Mr. O. Miller
Mr. Geo. Mudge
Mr. A. C. Van Nierop
Mr. C. W. Pardey
Mr. W. Parfitt
Mrs. G. D. Pitripirs
Mr. P. Regalado
Mr. and Mrs. A. H. Rennie
Mr. S. J. Robins
Mr. H. Simmins
Mr. A. Spagnolo
Mr. T. E. De Witt Veeder
Mr. W. Whiley
Mr. and Mrs. A. W. Whitlow

VISITORS AT THE WINDSOR HOTEL.

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Mr. Juan Azlarrete
Mr. F. M. Bell
Mr. L. Bertholin
Mr. W. Bray
Mr. Loper Brea
Mr. and Mrs. Dandy
Mr. and Mrs. Y. F. Locke
Mr. A. de Elizaldo
Mr. Guiffon
Mr. W. P. Hurst
Mrs. A. Lawler
Mr. and Mrs. Loche
Mr. F. Michel
Mr. E. Ormachea
Mr. M. Pardo
Mr. M. Perez
Mr. H. Rees
Mr. Fr. Reiber
Mr. M. Siva
Mr. E. J. Thomas
Mr. J. H. Watson
Mr. J. S. Whitefield

VESESLS IN PORT.

Steamers.

AZTEC, Hawaiian steamer, 3,508, G. G. Trask, 5th July—San Francisco 1st June, and Shanghai 1st July, Mails and General.—J. S. Van Buren.
BELGIAN KING, British steamer, 2,170, Thos. L. Weiss, 2nd July,—San Diego (Cal.) 21st May, General.—Butterfield & Swire.
BENLEDI, British steamer, 1,500, R. Parquhar, 7th July,—London 23rd May, and Singapore 1st July, General.—Gibb, Livingston & Co.
BUCEPHALUS, British steamer, 1,192, M. Robinson, 7th July,—Samarang 25th June, Sugar.—Dodwell & Co.
CHINA, American steamer, 3,187, W. B. Seabury, 6th July,—San Francisco 9th June, and Shanghai 4th July, Mails and General.—P. M. S. S. Co.
GODAVEREY, French steamer, 713, Orsim, 1st April,—Saigon 25th March, General.—Chinese.
HAITAN, British steamer, 1,183, J. S. Roach, 1st July,—Foochow 28th June, Amoy 29th, and Swatow 30th, General.—Douglas, Lapraik & Co.
HOLSTEIN, German steamer, 1,103, M. Ipland, 7th July,—Saigon 2nd July, Rice.—Jebsen & Co.
KEONG WAI, British steamer, 1,115, R. Unsworth, 7th July,—Bangkok via Koh-si-chang 30th June, Rice and Timber.—Yuen Fat Hong.
KIANGPAK, Chinese steamer, 758, C. Andersen, 7th July,—Chefoo 30th June, Bean and Bean Cake.—Chinese.
LOYAL, German steamer, 1,237, Lorensen, 2nd July,—Canton 2nd July, Ballast.—Sander, Wieler & Co.
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 4th July,—Bangkok 25th June, and Koh-si-chang 26th, Rice and General.—Yuen Fat Hong.
PRODUCE, Norwegian steamer, 1,002, Bull, 25th June,—Singapore 17th June, Timber.—Order.
PROPONTIS, British str., 1,390, R. Crawford, 2nd July,—Saigon 27th June, Rice and General.—Heung Sing Steamship Co.
QUARTA, German steamer, 1,146, H. Johannsen, 4th July,—Saigon 29th June, Rice.—Sander, Wieler & Co.
SILESIA, German steamer, 3,340, R. Mayer, 8th July,—Yokohama and Kobe 1st July, General.—Sander, Wieler & Co.
SUISANG, British steamer, 1,776, J. E. Todd, 1st July,—Calcutta 14th June, Penang and Singapore 25th June, General.—Jardine, Matheson & Co.
TELENA, British steamer, 3,126, T. G. Stott, 7th July,—Batoum 1st June, and Singapore 1st July, Kerosine.—Arnhold, Karberg & Co.
TOYO MARU, Japanese steamer, 2,548, M. Ikegami, 29th June,—Saigon 24th June, Rice.—Dodwell & Co.

Sailing Vessels.

DRUMBURTON, British 4-mast ship, 1,773, Spurring, 29th June,—Seattle, Wash. 24th April, Flour.—Mr. C. Richardson.
G. C. TOBEY, American bark, 1,390, J. F. Shurtlef, 4th May,—Tacoma 7th Nov., Timber.—Order.
HENRY FAILING, American ship, 1,850, Merreman, 23rd Mar.,—Tacoma 12th Jan., Timber.—Master.
IVY, American ship, 1,181, H. J. Halstad, 27th June,—Singapore 9th June, Timber.—Order.
P. N. BLANCHAN, American bark, 1,503, N. W. Blanchan, 15th June,—Chefoo 12th May, Ballast.—Captain.
ROSE, British bark, 465, Riekers, 12th June,—Freemantle, W.A. 1st May, Sandal Wood.—Siemssen & Co.
SHERARD OSBORN, British schooner, 876, R. H. Dunmall, 13th June,—Singapore 4th June, Telegraph Calle.—Telegraph Co.
SOFALA, British 4-mast ship, 2,160, Thomas Auld, 30th May,—New York 19th Jan., Case Oil.—Standard Oil Co.
STANFIELD, British bark, 576, Wilson, 2nd July,—Rajong 20th June, Timber.—Master.
TAM O'SHANTER, Amr. ship, 2,264, Ballard, 15th June,—Yokohama 20th May, Ballast.—Arnhold, Karberg & Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, July 10th, 1899.
Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Wei-hai-wei.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p. Com. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., Yokohama.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. Montgomerie, Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 3,600 h.p., Capt. Wrey, Wei-hai-wei.
Centurion, 1st class battleship, 10,500 tons, 14 guns, 13,000 i.h.p., Captain [illegible] Wei-hai-wei. [illegible]
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Nagasaki.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Grafton, 1st class cruiser, 7,350 tons, 12 guns, 13,483 i.h.p., Capt. W. Fisher, Manila.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, Amoy.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Wei-hai-wei.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Wei-hai-wei.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Shanghai.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.
Phœnix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Singapore.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.
Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Wei-hai-wei.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Yokohama.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Amerigo Vespucci, Italian cruiser, 1,200 tons, Capt. Zeri, Singapore.
Bengo, Portuguese gunboat, 462 tons, 3 guns, 400 h.p., Lieut.-Com. Marques, Macao.
Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.
Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.
Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun.
Stromboli, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Kornlloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.
Aleout, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Elkisky, at Vladivostock.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoffi, at Vladivostock.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Anthur.
Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.
Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaloff, at Vladivostock.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Olvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 6,900 h.p., Captain Virenins, at Vladivostock.
Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.
Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.
Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p., Capt. C. Parenayo, at Port Arthur.
Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Roguil, at Vladivostock.
Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruh, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janitchtchi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 21 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 23 knots.
Podorosnik, Russian torpedo boat, 25 tons, 1 gun, 220 h.p., 16 knots.
Sitik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
[illegible], Russian torpedo boat, [illegible]
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.
Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at *Chefoo.
Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.
Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.
Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 10 guns, 8,000 i.h.p., Capt. Chesmar, at Toku.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizei, at Manila.
Pluvier, French despatch boat, 545 tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.
Vouban, French flagship, 6,150, Capt. Boutet at Haiphong.
Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.
† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Arcona, German cruiser, 2,370 tons, 20 guns, 2,400 h.p., Captain Remke, at Singapore.
Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Swatow.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. O'[illegible], at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.
Kaiser, German flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.
Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.
† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, Hongkong.
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. Whiting, Nagasaki.
Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666 i.h.p., Capt. W. H. Whiting, Manila.
Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt.-Com. J. B. Briggs, Manila.
Culgoa, U.S. supply ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.
Iris, U.S. distilling ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier.
Olympia, U.S. flagship, 5,760 tons, 14 guns, 17,313 h.p., Capt. B. P. Lamberton, at Singapore.
Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Manila.
Zafiro, U.S. dispatch-vessel.

Post Office.

A Mail will close:—

For Saigon—Per *Quarta* to-morrow, the 11th instant, at 8 A.M.
For Bangkok—Per *Phra Chom Klao* to-morrow, the 11th instant, at 9 A.M.
For Singapore, Penang and Calcutta—Per *Suisang* to-morrow, the 11th inst., at 11 A.M.
For Singapore—Per *Afridi* to-morrow, the 11th instant, at 11 A.M.
For Singapore and Sourabaya—Per *Taksang* to-morrow, the 11th instant, at 3 P.M.
For Singapore—Per *Centaur* to-morrow, the 11th instant, at 3 P.M.
For Nagasaki, Kobe, and Yokohama—Per *Benledi* to-morrow, the 11th instant, at 3 P.M.
For Singapore, Penang and Colombo—Per *Inaba Maru* to-morrow, the 11th instant, at 3 P.M.
For Manila—Per *Esmeralda* to-morrow, the 11th instant, at 4 P.M.
For Kobe, Yokohama, Honolulu, San Francisco and San Diego—Per *Belgian King* on Wednesday, the 12th instant, at [illegible] A.M.
For Singapore, Colombo and Bombay—Per *Hiroshima* on Thursday, the 13th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and [illegible] on Tuesday, the 18th instant, at [illegible]
For Shanghai, Nagasaki, Kobe, [illegible] Victoria and Vancouver [illegible] on [illegible]
[illegible]

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.
Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.
Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.
Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.
Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tenriu, 1,550 tons, 10 guns, 1165 h.p.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gunboats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko.
Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maya, 620 tons, 10 guns, 700 h.p.
Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan.
Soko, 572 tons, 4 guns, 400 h.p.
Iwaki, 660 tons, 6 guns, 400 h.p.
Chinto, 490 tons, 5 guns 472 h.p.
Chinsei, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats.

Ikadzuchi, Japanese torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery training ship.)
Kanjiu, sailing ship, 877 tons, 6 guns.
(used as training ship.)
Manjiu, sailing ship, 877 tons, 6 guns.
(used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p.
(used as training ship.)
Azama, sailing corvette, 1,420 tons, 12 guns.
(used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns,
(used as torpedo training ship.)

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, Smith,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, S. W. Goggin,—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890, A. M. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

White Cloud, British steamer, 752, A. Cruickshank,—Hongkong, Canton, and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, Nunes,—Hongkong, Canton and Macao Steamboat Co.
Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.
[illegible] Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 350, Kwong Wang Steamship Co.
Cheung Kong, [illegible] 8,—Kwong Wan S.S. Co.
[illegible]
Kongsak, British steamer, 1[illegible], G. C. Jones,—[illegible] Company.
[illegible]